

Navy News

MARCH 1974 5p

PAY PLANS AWAITING DECISION

More pay for the Services is expected as from April 1 this year, but although the negotiating machinery is far advanced, the political situation may well cause some delay in the official announcement.

The three Services have been having their discussions against a background of recruiting anxiety — especially for the Army — and Ministerial assurances that everything possible would be done to get the maximum for the Services under Phase III of the Government's counter-inflationary policy.

These factors give ground for optimism, but the economic position is such that it would be unwise to disregard the possibility of a more restrictive prices-and-incomes policy affecting everybody.

The influences which lead to a need for more pay also have their effect on food, accommodation, and the cost of building and maintenance.

It may be expected that higher charges will accompany any increase in earnings, the consolation for the Services being that their higher expenses are imposed at the same time as the pay review, thus cushioning the effect more favourably than in many other walks of life.

Big Carib. exercises

Rioting in the West Indies island of Grenada, whose independence ceremonies took place last month, led to considerable newspaper coverage on the Royal Navy presence.

H.M.S. Bacchante was at the island during the official handover, but many other warships were in the Caribbean area for large-scale exercises which will last until the end of March, and involve the following ships:

H.M.S. Bulwark, Fearless, Blake, Devonshire, Kent, Nubian, Whitby, Brighton, Torquay and Narwhal, as well as several Royal Fleet Auxiliaries.

IN THE MAGIC KINGDOM

Home again from a six-month stay in the West Indies, many of the men aboard H.M.S. Ashanti had pleasant memories of a visit to Disney World, West Palm Beach.

Against the background of Cinderella's Castle in the Magic Kingdom, the balloon-seller made a splash of colour as he showed his wares.

Families gathered at Portsmouth Naval Base to give a welcome home to the frigate, one of the crew stepping ashore to see the new car he had won in a raffle.

However, the lucky ticket-holder, AB

It is reasonable to expect that the Service pay proposals will now have been placed before the Review Board, who will be making recommendations to the Government.



Len Marriner, who was greeted by his fiancée Marie Lupkowski, asked if he could have the money instead — they are getting married this year.

The draw for the raffle was made by Douglas Fairbanks Junr., who was one of the hundreds of visitors to the ship during its popular call at Florida.

'Phot-phot' trio

Deciding to solve transportation problems in the most fuel-economy way, three of the Wrens at the Fleet Photographic Unit, H.M.S. Excellent, opted for these smart motor-cycles (a model called a "Chaly"). The "Pally Chaly's" (left to right) Glynis Shaw, Denise Travis and Lynne Johnson have made it known that as they "phot-phot" along, "intending suitors need not fear, there's a pillion seat upon the rear!"

Picture: L/A Phot John Sinclair.



'Place for women at sea'

Just the hint of a suggestion that the Wrens might in the future find places in the seagoing Navy aroused surprising interest in the Press and on television.

"I thought you might be interested to hear of my own sea time experiences," wrote Second Officer Julia Simpson, W.R.N.S., in a letter to Navy News.

"During 1970-71 I was serving in H.M.S. Osprey as a meteorological officer, and on five occasions I was required to go to sea with 737 Squadron for two-week periods at a time.

"I realize that as this was in the Royal Fleet Auxiliary Engadine, the accommodation problem did not arise, but from the professional point of view it was a huge success, and I was treated exactly as any R.N. officer on board. We used to embark about 15 officers and 40 men.

IN PEACETIME

"The job still continues, although at present no W.R.N.S. meteorological officer is serving at Portland.

"I am a firm believer that there is a place for women at sea in certain jobs, especially in a peacetime Navy."

Second Officer Simpson, now with the Procurement Executive, says her present job also requires her to go to sea at times.

"I hope that I shall soon be able to make more prolonged

visits to the ships I am working with than I am now able to do," she added.

CIGS. TO BE SAFER

The Royal Navy's "blue-liner" cigarettes are to be made less hazardous to health — without significant effect on the quality of the smoke.

Tests in the Government Chemist's laboratory have revealed that the R.N. duty-frees have a higher tar yield than the popular commercial brands, either filter tipped or plain.

To reduce this tar yield to a level similar to that of commercial brands requires only minor modifications in the manufacturing process.

New style cigarettes, with the lower tar yield, will come into issue by the end of April. There will be no increase in cost.

JUPITER'S ISLAND CALL

With a girl on either side, Lieut. the Prince of Wales stepped out in style in a Fijian dance when his ship, H.M.S. Jupiter, called at the South Pacific island of Beqa.

The dance, called the taralala, and a display of firewalking, formed part of the entertainment arranged by the villagers for the visiting Royal Navy men.

Afterwards the Prince took to the water to join in another traditional local activity — a fish drive. It must have been a welcome "cooler" after a long hot day.

SO YOU WANT TO CHANGE



"There's nothing in the rules about them having to be of the same sex, sir!"

Reading recent issues of Navy News and its Swop Draft column, and judging by enquiries which arrive at the drafting desks, it seemed to Drafty a suitable time to inform newcomers to the Service and to refresh the memories of old-timers concerning the rules which govern who may and may not exchange drafts.

The general rule is that men may be permitted to exchange drafts and ships if there is no appreciable loss of efficiency, and the swop does not lead to wastage or unfairness in the system.

And here's the latest Swop Drafts list

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicants direct.

A. Carr, Std. H.M.S. Diomedé. Detailed H.M.S. Triumph (Chatham based), March. Will exchange for any seagoing frigate, preferably Leander class, going to Far East or West Indies.

J. N. Hendry, RO2(W), M.S.O., R.N. Barracks, Portsmouth. Lent from H.M.S. Antrim (refitting). Will exchange for any Portsmouth or Chatham based ship going to West Indies or America.

M. Dunne, LS(RP2), H.M.S. Cochrane, Rosyth. Detailed H.M.S. Andromeda May 28. Will exchange for any ship not based at Devonport.

L. B. Pearce, POMEM (SBD.BWK), 1315 Course, H.M.S. Royal Arthur, Corsham, Wilts. Detailed H.M.S. Brighton (Chatham), July 29. Will exchange for any Plymouth-based small ship.

Gardiner, Ck. Warwick B Mess, H.M.S. Seahawk, R.N.A.S. Culdrose. Detailed Ark

Royal, June. Will exchange for any sea-going ship.

R. A. Norman, REMA, 2K2 Mess, H.M.S. Bulwark. Drafted to R.A.F. Lossiemouth, April 5. Will exchange for any Plymouth establishment, or Culdrose.

R. Richardson, LCK, Hussar 3, H.M.S. Lochinvar. Being drafted to H.M.S. Ark Royal. Will exchange for any ship or shore base.

P. Jackson, A/LCEM, H.M.S. Mermaid. Will exchange for shore base or ship in long refit, "nearer to Yorkshire the better." Mermaid to be guardship at Singapore. Draft is married accompanied.

M. Dray, LAM(AE), 809 Squadron, R.A.F. Honington, Suffolk. Will exchange with any Buccaneer-based LAM(AE) anywhere.

R. P. Hill, A/LMEM, Mountbatten 322, H.M.S. Pembroke. Detailed H.M.S. Naiad at Devonport June 3. Will exchange for any ship or shore establishment in Portsmouth or Chatham area.

N. Clark, Std. 312 Mess, H.M.S. Blake. Will exchange for Rosyth-based ship or shore establishment.

S. P. Shenton, SA, H.M.S. Ganges. Detailed H.M.S. Galatea June 25. Will exchange for any Portsmouth or Chatham-based ship.

R. Funnell, Ck. H.M.S. Minerva (Chatham based). Will exchange for any Rosyth or Lochinvar-based ship, or any large ship.

C. F. Dye, LSTD, H.M.S. Ajax at Devonport. Will exchange for Chatham or Portsmouth-based ship.

M. E. Trotman, PO(FC1), 18 Ferra Road, St. Budeaux, Plymouth. Serving at B.R.N.C. Dartmouth. Detailed H.M.S. Antrim (Portsmouth) June 24. Will exchange for any Devonport ship or establishment.

A. M. Lister, LSA, H.M.S. Dundas (HSS) Portsmouth. Will exchange for similar Rosyth (Port Edgar) based ship.

T. J. Dillon, MEM1 JBD, R.N. Unit, R.M. Poole. Drafted to H.M.S. Hydra May

6, to join in Singapore. Will exchange for any H.S.S. or aircraft carrier GSC.

P. R. Featherstone, RO1(G), Rodney 24 Mess, H.M.S. Mercury. Detailed H.M.S. Jupiter (Plymouth based), April 22. Will exchange for any Rosyth-based ship or shore base.

M. J. Leonard, MEM1, H.M.S. Neptune, Faslane. Detailed H.M.S. Dunae mid-July for GSC. Will exchange for any shore base in Scotland, or ship in refit in Portsmouth.

E. Westray, MEA(P1), H.M.S. Sultan. Detailed H.M.S. Ark Royal at Devonport, June. Will exchange for any Portsmouth based ship, preferably GMD.

S. Dunderdale, OS UC Star, 6T2 Mess, H.M.S. Ark Royal. Drafted to H.M.S. Argonaut July 1974. Will exchange for any Portsmouth-based ship.

Naval representatives from NATO, Commonwealth, and other countries completed a series of "sea days" aboard H.M.S. Wilton.

Drafty outlines the exchange rules

specialist expertise may also be necessary.

Shore service exchanges between men of different sub-specialisation will be considered providing the task can be carried out efficiently.

If you are unhappy with your sea draft, please remember you were selected because of your position at the top of the sea roster along with others in the same position.

Your last sea draft may have been your preference, yet at that time others may have been disappointed with what they were given. So wanted and unwanted sea billets have to be shared out fairly as and when required to be filled.

EARLIER THE BETTER

If you do find someone who is prepared to exchange ships, the earlier you apply in the five months' notice of draft you are given the better are your chances. Drafty may well approve such exchanges providing all the pre-joining training can be carried out.

Once the draft has been taken up, requests for an exchange must be through commanding officers.

When seeking an exchange from ship to ship you should consider it very carefully. You could find that the swop will involve you in more sea time than is normally permitted by the "Harmony Rules" and finish up with considerable more time away from the U.K. than you anticipated.

One last point. Drafty has noted while reading the "adverts" in the Swop Drafts columns of Navy News (and he does read them carefully) that in some cases applicants' circumstances are different from the information on their last Drafting Preference card.

This saddens him, because it means that individuals have denied themselves the chance of getting what they want. Drafty can only act on what he knows, and he is — remember — working six months ahead on all sea drafts.

If a man has compassionate reasons for wanting to alter his draft, the Divisional and Welfare systems are there to help. It is the quickest and most efficient way of getting things sorted out.

Men looking for an exchange of sea drafts must find someone who holds the same rating and SQ, and in some of the technical branches

Train for a career at sea -and enjoy it!

Boys, aged 15/15½, of good character may enrol now for entry from September, 1974 onwards for an excellent training for a career at sea with the Royal and Merchant Navies.

Classes average not more than 20 boys and the curriculum includes Seamanship, Communications, Engineering, Technical Drawing and Science, plus the basic academic subjects to C.S.E. standards. All boys are encouraged to enter for the Duke of Edinburgh's Award Scheme.

This residential school, which is in beautiful surroundings overlooking the Menai Straits, is recognised as a Direct Grant Nautical School.

Write for Brochure and application form, stating date of birth of applicant, to the Registrar (Dept. IR2), Indefatigable, Room 22, 14 Water Street, Liverpool L2 8TD. Tel.: 051-227 3417.

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Islands survey

A joint Service expedition, led by Cdr. E. A. Baldwin, will carry out scientific work and survey in the Danger and Eagle Islands of the Indian Ocean early in 1975.

The work will be primarily of an underwater nature, and will provide advanced experience for future leaders of Service expeditions or adventurous training.

It is planned that the expedition should leave the U.K. in late December, 1974, and return late March, 1975, being in the field about 70 days.

Applications to join may come from any rank or branch of the Services — details: DCI (General) T9).

Pacific exped.

Anyone "going outside" and still suffering from wanderlust may like to join an expedition to spend about a year on an uninhabited volcanic Pacific island. A seaman is needed (gemini experience) and a radio operator / mechanic.

Details: Dr. W. L. N. Tickell, Department of Zoology, Makerere University, Kampala, Uganda.

FAREWELL VISIT



Signing the visitors' book in H.M.S. Sealion is the First Sea Lord (Admiral Sir Michael Pollock), who toured the submarine during a farewell visit to H.M.S. Dolphin.

The admiral was Flag Officer Submarines from December 1967 to November 1969 during Submarine Command's entry into the nuclear age.

Seen with the First Sea Lord is the Sealion's commanding officer (Lieut-Cdr A. St. J. Steiner).

Later the Admiral left to visit H.M.S. Amazon at Southampton.

Admiral Pollock, who is to be succeeded this month as First Sea Lord by Admiral Sir Edward Ashmore, was promoted Admiral of the Fleet on March 1.

FILMS FOR THE FLEET

Chops and robbers!

There's a distinctly sporting flavour about the Royal Naval Film Corporation's latest list of releases to the Fleet.

"King Boxer," for example, tells the story of a would-be karate champion of China who gets involved with a rather unsporting gang of thugs, while "The Winners" is a story of a tycoon's attempts to buy athletics success for his children.

Western fans are well catered for in yet another version of the Billy the Kid saga, with a star-studded cast.

THE LIST

King Boxer — Chao Chih-Hao, Sung Ying Ying. The hero, who is training to win the All-Chinese Karate Championship, becomes involved with a gang of thugs in a violent but not vicious adventure story. No. 191. Columbia-Warner.

Slither — James Caan, Peter Boyle, Sally Kellerman. An ex-convict celebrating his release is caught up in a get-rich adventure with strange and exciting results. No. 192. M.G.M.

Pat Garrett and Billy the Kid — James Coburn, Kris Kristofferson, Bob Dylan. When outlaw Pat Garrett becomes sheriff he tells his old friend Billy the Kid to leave the territory. Billy ignores him — and the chase is on. No. 193. M.G.M.

The Winners — Joe Stewardson, Richard Loring. Will Maddox, founder of the mighty Maddox empire and an Olympic Gold Medallist marathon runner in his younger days, is determined that his four children will also excel on the sports field. It is only through tragedy that he is forced to realize that money, although powerful, has limited uses. No. 194. Scotia-Barber.

Heavenly Helli!

Peter Sellers has all the big parts (six, to be precise) in "Soft Beds, Hard Battles," shortly coming the way of the Fleet. But this is not the comedian in one of his cleverer disguises — this is Helli Louise, who plays an "employee" of a Parisian bordello in World War II.



A MODEL SAILOR

These two sailors needed no second bidding when they were asked to help Christine Donna push the boat out in real navel fashion at Earls Court. Christine was modelling beachwear for Simpson (Piccadilly) Ltd., when AB Craig, of H.M.S. Warrior, and PO Hogarth (H.M.S. Dolphin), chanced along to assist her in her nautical assignment.

Study form before you bet on Drafty!

The Royal Navy's Drafting Organization, in many explanations published in Navy News, are always quite frank about the percentage of billets which they succeed in filling according to sailors' stated preferences.

Everybody understands that the others, for whom "preferred" billets cannot be allocated, must be disappointed men.

Occasionally they write to Navy News, expressing some bitterness.

"Have we offended someone in high places?" asked one letter.

The information given to Navy News is that no one has been offended, but one is sad — Drafty.

He is sad with good reason, because the letter disclosed once again that preferences included impossible requests.

PLEASE! Never fill in a Drafting Preference Card without the latest information on the available billets.

DPCs are to some degree a gamble, but it is just looking for disappointment to place bets without studying the form.

It would be disturbing also, if Drafty's efforts were being hindered in the Fleet by any failure to draw ratings' attention to DCI (RN) T499/73, which contains the latest information available on shore billets.



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BASE PORT CHANGES

Misunderstanding has arisen over the publication in the January issue of Navy News of the up-dated three-year base port programme.

In a number of instances, where it was known that base ports were going to be changed, the programme gave the details. For example:

BULWARK Devonport
(Until 31 January 1975, then
Portsmouth).

Some readers have taken this change to refer also

to the other two ships under "carriers," namely Ark Royal and Hermes. This is not the case.

In each instance, the change as announced referred only to the ship immediately preceding in the base port programme.

As an instance, the Intrepid's base port is to change this August — but there is NO change for Fearless.

If doubt still exists, the programme should be checked again, in the light of the above explanation.



Stormed her way to the Caribbean

En route to her Caribbean deployment with a force of Royal Netherlands Marine Corps embarked, H.M.S. Bulwark hit heavy weather about 300 miles N.E. of the Azores.

Winds gusting over 70 knots generated seas 30-40 feet high and repeatedly buried the forward end of the flight deck, damaging catwalks.

The Jumbo crane was used to put cutting equipment over the side to remove twisted metal before the ship's arrival in the Caribbean.

The Queen Emma floating bridge swung aside to allow the Bulwark to enter the harbour of Willemstad, Curacao in the Dutch Antilles, and the Dutch Marines — who had been embarked by Wessex helicopters of 848 Squadron off the Hague — went ashore for exercises and tropical acclimatisation before joint U.K. — Netherlands — U.S. amphibious exercises off Puerto Rico.

FINE CITY

The Bulwark also called at Cartagena, Colombia's main naval port, being the first ship of her size to visit.

Modern hotels and apartment buildings demonstrated that a place which British expeditions, both official and unofficial, tried to capture for 200 years is now a beautiful city combining modern facilities with the charm and grace of the 16th century Spanish colonists.

A guard and band from the carrier marched through the city streets to Bolivar Square, where the commanding officer (Capt. D. W. Bazalgette) laid a wreath at the statue of liberator Simon Bolivar.

BACCHANTE CASHES IN

Thanks mainly to the enthusiasm of Sub-Lieut. Alex Pomphrey, communications officer in H.M.S. Bacchante, the ship collected more than 2,000 dollars in Bermuda.

The money will aid Spina Bifida Research (the Bacchante's chosen charity); handicapped and under-privileged children in Bermuda and the Ireland Island (Bermuda) Sea Cadet Unit.

H.M.S. Bulwark enters the harbour of Willemstad, Curacao, in the Dutch Antilles.

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SUBMARINE DRAFTING

Dates shown are the final manning dates — the day when the whole crew will be complete. Draft orders will start arriving four months before this time.

Drafting preference cards for electrical branch volunteers are required six months before the final manning date. Drafting preference cards for other branches, five months before final manning date.

ORACLE. At Portsmouth. Final manning date April 8, 1974. Joins SM1.

OPOSSUM. At Chatham. Final manning date June 7, 1974. Joins SM1.

OSIRIS. At Devonport. Final manning date June 14, 1974. Joins SM1.

FINWHALE. At Portsmouth. Final manning date July 31, 1974. Joins SM1.

ORPHEUS. At Devonport. Final manning date January 24, 1975. Joins SM1.

WALRUS. At Rosyth. Final manning date April 11, 1975. Joins SM1.

CHURCHILL. At Chatham. Final manning date April 11, 1975. Joins SM1.

OBERON. At Portsmouth. Final manning date April 28, 1975.

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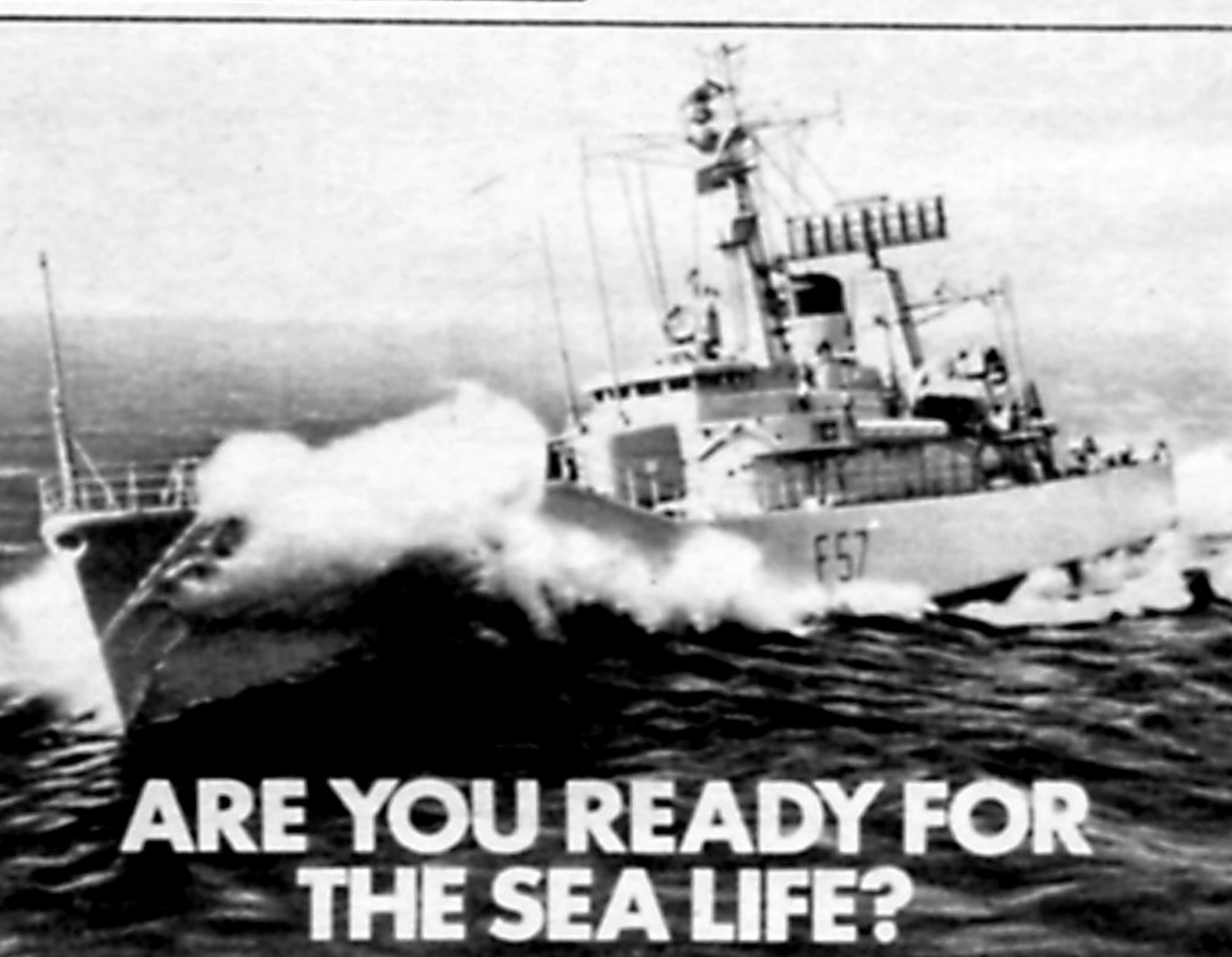
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North Sea Gas took on a new meaning when H.M.S. Tenacity started her fishery protection duties for the Royal Navy last year.

For to help her intercept poachers, the fast patrol boat has three Rolls Royce Marine Proteus gas turbines, developing 4,500 hp each, giving her a maximum speed of more than 35 knots.

This high-speed can be maintained for the whole of the ship's fuel capacity and it is possible to patrol all the fishery limits on the East Coast, from Dover to Port Edgar, in one day.

The Tenacity, first ship of her name to join the Royal Navy, was built by Vosper Thornycroft Ltd. in 1969 as a private venture to demonstrate their thinking on larger missile-firing patrol craft.

The Navy chartered her for two six-month spells during which she operated from Portland in her intended role. Some people may remember seeing her during 1970 and 1971 when she was fitted with a wooden gun and four missiles, complete with blue touch paper!

Anti-poachers

Eventually the Navy decided to buy her and from April 1972 until February 1973 she was converted by Vosper Thornycroft for her present role of fishery protection.

She was commissioned on February 1, 1973 and joined the Fishery Protection Squadron based at

No. 220 — H.M.S. TENACITY

H.M.S. Lochinvar, spending several weeks at a time away from base patrolling the British fishery limits.

The ship's company consists of four officers, five senior ratings and 19 junior ratings and as in most small ships everyone plays a part in all activities — such as the anti-poacher boarding party, which includes a regulating petty officer, a leading cook, a control electrical mechanic and an able seaman.

Interior "decor" includes the panelling of all mess overheads, while the bulkheads are a bright washable laminate, making the task of keeping the ship in its normal bright state much easier.

Since commissioning, the Tenacity, which has two Paxman Ventura 6 diesels for cruising, has steamed more than 17,000 miles.

Although most of this time has been spent

around the coasts of Britain, she has visited Oslo to take part in the celebrations to commemorate the Centenary of the Royal Norwegian Navy's Fast Patrol Boat Service and Concarneau in France while carrying out an international North-East Atlantic fisheries patrol.

Lieut. C. J. D. Earle has just taken over the command of the Tenacity from Lieut.-Cdr. T. J. Norman-Walker.

PHOTO POSTCARDS

Postcards of H.M.S. Tenacity or any other ships in this series are obtainable from Navy News, Dept. P.C., R.N. Barracks, Portsmouth, PO1 3HH. Price: 5p each (50p per dozen), stamps, postal orders or cheque. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for 70p. Albums to hold 64 Navy News postcards are 85p each (including postage).

Other ships in the series are:

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FUEL SAVING BY SAILS QUERIED

In reference to H.M.S. Reclaim's sails (January issue), I served in the ship as boatswain and navigating officer from 1962 to 1964, and during that time was responsible for the design, fitting and trials of the then new foresail for that ship.

This sail was manufactured in the Sail Loft at Portsmouth, and no doubt they still have the specifications on record.

The present first lieutenant's thoughts on using old canvas may not achieve much in practice as the force set up is sufficient to part a 2in. luff. Old canvas would be unlikely to last the watch.

The saving on fuel will be much less than the hoped-for 20 per cent. This was proved over a period of two-and-a-half years, and in particular on several voyages from Portsmouth to the Canary Islands. Given ideal winds for something like seven days, the actual saving will be 5 to 6 per cent.

Concerning the mystery badge, I have a similar badge in my possession from an "old ship," MTB 731.

Unfortunately, it is not the original badge, being one of a number produced on an "all of a kind" basis after the war.

Earlier, most craft had badges which were highly individualistic, and the badge mounted on the front of the bridge was often adorned by a set of ram's horns, or other such trophy which had been won during tactical withdrawals from pubs.

A similar fate was suffered by the multitude of badges worn by the old motor minesweepers, which were lost for ever on the introduction of the stereotyped CMS badge.

P. L. Johnston
(Lieutenant, R.N.)

Tay Division RNR.

Chief Sailmaker G. Bland, of R.N.B. Portsmouth, who has the job of making the sails for H.M.S. Reclaim, tells us that he has made efforts to establish who made the previous sails, but that the Sail Loft in Portsmouth dockyard reports there is no record of them being made there. — Editor.

● Packing-case boat

Reading in the February issue of Navy News about "Birds of the Fleet," and one by the name of Sandpiper, I wondered if any readers remembered the 1933 Sandpiper.

She was built by Thornycrofts at Southampton, dismantled, put into 400 packing cases, shipped aboard the P and O liner Chitral, unloaded at Shanghai, put together in dry dock, and floated out.

H.M.S. Sandpiper was built especially to look after the interests of the Europeans at Changsha, and could enter or leave at any time over the sand bar. I commissioned her in 1933 and left in 1935 to return to U.K.

A. C. Adams

Truro, Cornwall.

● 'Trendy' paper

I have just been given a copy of a trendy paper. "Good grief!" I said. "It's the Navy News in Technicolor, and birds with boobs and things!"

I gave the pusser nearly ten years of my youth (the best years of my life so far). Now settled in London I work as a personnel officer for BBC Television, so take heart, serving scribes, you're still a usable commodity after you have done your bit for Queen and Country.

(They didn't really scrub around the tot did they? How can scribes deal with afternoon pay queries or seek reward for the odd "casual"?)

Tom Clinton
(Ex-leading writer)

London NW2

Not-so-beastly Robin gets poetic justice



The NATO group force photograph, Which must have raised a throaty laugh, Could be suggestive in the least, And makes young Roshier look a beast! IS THAT HIS HAND UPON HER LEG?

It is not something Jack would do Before a lens . . . and nor would you. But if you study it again You'll see he does, in fact, refrain. There's nothing truly much amiss, The hand is hers . . . not really his!

— CPO Gerald Lilley

R.N. & R.M. Careers Office,
Plymouth.

The international line-up of sailors pictured on board the Federal German ship Konstanz (from our December issue) included AB Robin Roshier, of H.M.S. Bossington. The leg belongs to Bunny girl Jan.

LETTERS TO THE EDITOR

SAFER TO BE A BREED APART?

As a member of the Royal Marines Police, having been a regimental policeman for some years and having served with the Royal Military Police and the R.N. Patrol units, I would like to put "Jock" straight on a few points in his letter "Breed Apart" (January issue).

I agree that the R.A.F. Police Branch mess in the sergeants' mess of their respective units, and that Regimental Police SNCOs do likewise, this being due to the fact that there is only one in each unit, making a separate mess impracticable.

As to the Royal Military Police, it is an accepted War Office principle that they shall have separate messing and canteen facilities where numbers justify the expenditure of public funds.

This refers not only to SNCOs but also to JNCOs, and not only have they their own messing facilities, but in a number of cases separate barracks!

Although the civil police are most concerned not to be considered as a breed apart, reports of the increasing number of corruption allegations suggest that it is safer for the individual policeman if he is.

I consider it is a good idea that the Regulating Branch adopt the Army system, thus enabling them to deal with each situation that arises with a greater degree of impartiality.

W. Muir (Cpl)

R.M. Police, Malta.

● Liverpool Pier

I was interested to read about pierhead jumps (January issue), but I still like to think that they refer to the one-and-only pierhead at Liverpool.

My first trip (Cunard) was indeed a pierhead jump. At the time I am writing about, after one had followed up a ship during the week without success, the last chance was to wait on the Pierhead berth, and about two hours before sailing, and after the Board of Trade had mustered all hands, the missing numbers were then made up.

That was over 40 years ago, and I believe it was the practice many years before that, even in the days of "iron men and wooden ships."

An uncle of mine started his 48 years at sea with a pierhead jump on the same Liverpool stage.

George Pritchard
(Ex-Royal Marine)

Wallasey R.N.A.

ASSISTANCE TO AUTHORS

Kenneth Poolman, 3, Cole Road, Twickenham, Middlesex, seeks contacts with anyone who served in armed merchant cruisers of the Second World War, or anyone who has information about them.

Lieut.-Cdr. (SCC) J. Worth, R.N.R. (ex-telegraphist H.M.S. Lullington) would welcome information and photographs of coastal minesweepers of the Ton class.

H.M.S. WISHART

Mountbatten School, Romsey (Hants) has four houses named after ships in which Admiral of the Fleet Earl Mountbatten served. Wishart House is hoping to contact anyone with a badge or trophy from the ship of that name, scrapped after the Second World War.

The Invalid Children's Aid Association, 126 Buckingham Palace Road, London, SW1W 9SB, is appealing for volunteers to help with publicity and fund raising in their local areas.

● Top ship?

Your excellent article "Medals on Menu" was interesting in showing the high standard achieved by Service cooks.

Having recently left a ship with superb catering I suggest there should be a prize or award for the "Best Ship in the Fleet," taking into account the food presented on a running ship, with a spot check of normal menus and the standard of food taken into account.

A. Wise (C/shipt.)

H.M.S. Mercury



COMING UP FOR AIR

After being literally up to their necks in near-freezing water, a crew of Royal Marines emerge grinning (or are they trying to stop their teeth chattering?) from the wading tank while on a driver training course at Poole. It was the brainwave of a member of the staff of the Driver Training Unit that the new tank should be "christened" by men on the course driving a specially-modified vehicle.

Picture: PO Steve Hobden.

'Merit' chiefs — at 26

Three 26-year-old petty officers were among the 657 chosen for promotion to chief at the last Selection Boards.

Of the 2,000 candidates, the average age of those successful was 34, and the oldest 39, but the "dipping down" to 26 is an indication that the promotion-by-merit system is now coming into real effect.

This year's Board will be the last occasion for those who were on the 1971 rosters to get that measure of protection which was introduced to ensure fairness in the changeover.

From then on, selection will be by merit only.

It may be wondered why a man bright enough to be selected for chief at 26 is not heading for wardroom status.

In fact, he will still be young enough to become a candidate for the Special Duties List of officers, and some will undoubtedly move ahead in that way.

Authorizations for promotion of the following ratings to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate have been issued:

To CMEM — C. Webb, K937536.
To CPWTR — R. C. G. Sherratt, D079958; J. Monckton, D056989.
To CPOA — D. G. Beard, D063800.
To CPOCK — E. V. G. Read, M942932.
To CPOSTD — D. N. Lee, L925995; J. M. Matta, L950254.
To CCEL — M. Loader, M915781; R. V. Cluney, M937427.
To CPO — D. F. Leitch, J291602; T. C. Durrant, J956611; C. J. Zammit, J938078; J. H. Elliot, J930749; J. W. B. Taylor, J938037; A. A. Borland, J923510; C. H. Hewson, J968961; D. E. Hodge, J905998.
To CSMKR — A. Readman, J930624.
To CCY — K. L. Denning, D954396.
To CRS — R. J. W. Bradley, J939149; S. J. Rayner, J952369.
To CRS(S) — E. T. Blindell, J981968.

The following have been provisionally selected for promotion to acting sub-lieutenant on the Special Duties List of the Supply and Secretariat specialization—

To acting sub-lieutenant (S) (W): A. J. Coates, J. R. Hopkins, A. E. Light, B. G. Norris, and B. J. Pitfield.

To acting sub-lieutenant (S) (S): D. G. Beard and I. Kemplay.

DCI (RN) T 23

Promotions

It is regarded as unlikely that the lowest age will ever go below 26, and in fact the latest selections up to age 39 are an encouraging indication of continuing across-the-board opportunities.



A scrabble of scribes? That may not be the correct collective term, but it certainly described the scene at R.N. air station Culdrose when these six officers — all of whom were once writers — got together.

From left to right they are Sub-Lieut. Raife Chamberlain, pay officer; Lieut. Jed Stone, former pay officer, now appointed to H.M.S. Centurion; Lieut. Bob Small, the new cash officer, replacing Lieut. Tom Richard-

son, who is off to H.M.S. Tamar, Hong Kong; Sub-Lieut. John Jobson, an ex-submariner now attached to the Engadine Trials Support Unit, and Sub-Lieut. Alan Brockbank, new assistant secretary.

POINTS LEADERS ON THE ROSTER

The following table shows the total points of the men at the top of each advancement roster for petty officer and leading rates.

"Int" indicates that the roster is "intermediate", i.e. men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that men are advanced from the roster in Basic Date order.

Dates shown against "Int" rosters are the basic dates of the top eligible men.

These are the positions after adjustment of the rosters on February 1, 1974.

PO	LS	POWTR
98	Dry	Int (20.7.72)
LWTR	POSA	LSA
Dry	222	92
RPO	POCK	LCK
Int (7.3.72)	341	145
POSTD	LSTD	POMEM
182	Dry	Int (4.5.73)
LMEM	POCEL	LCEM
Int (1.2.74)	Dry	Dry

POEL	LOEM	POREL
Int (12.7.73)	Dry	Int (6.7.73)
LREM	RS	LRO(G)
Dry	388	239
RS(W)	LRO(W)	CY
177	Int (11.12.73)	305
LRO(T)	POMA	LMA
80	Int (15.2.72)	Int (15.7.71)
POAF/	LAM(AE)	POEL(A)
POAM(AE)	124	165
124	LREM(A)	LEM(A)
129	Int (4.1.72)	Int (8.2.73)
POAF/	LAM(O)	POA(AH)
POAM(O)	LOEM(A)	
POEL(A)	Dry	Int (9.10.72)
LA(AH)	PO(PHOT)	PO(MET)
Int (28.3.73)	262	Int (20.3.73)
PO(SE)	375	

Who's for Hermits' Hotel?

Hankering to "get away from it all"? Why not try the Hermits' Hotel, by the sea at Alverstoke in Hampshire?

It has all mod. cons. — apart from the fact that the "holiday makers" will not get too close to the sea. The "hotel" is the Institute of Naval Medicine's isolation chamber, spotlighted in a Navy News feature last month.

Volunteers are being sought for

"investigation into effects of environmental factors on personnel" between April and August this year — and Service ratings of any branch, but excluding submarine, diving and aircrew personnel, may be accepted, with extra allowances payable.

More details are given in DCI (RN) T 97/74.

PORT OF BRISTOL AUTHORITY RELIEF SIGNALMAN

Required for duties at Walton Bay, Avonmouth, and River Avon Signal Stations from 29th April, 1974.

Applications are invited for the above vacancy from men with nautical watchkeeping experience, and a knowledge of voice radio communication procedures and visual signalling methods.

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MARTIN B26 MARAUDER
The Martin B26 Marauder, one of the fastest medium bombers to serve in World War II, was flown in operations as distant as North Africa and Northern Europe. The 1/72nd scale kit parts include nose, tail and fuselage gunnery positions, and complete armament. Markings supplied are for two U.S. based Marauders.

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A ROYAL

NAVY NEWS IN BRIEF

GUEST FOR

AMAZON

Princess Anne is to be guest of honour at the commissioning of H.M.S. Amazon, the frigate which she launched at Woolston in 1971.

The commissioning ceremony will take place at Southampton on May 11.

The Amazon, name ship of the new class of Type 21 frigates, was built by Vosper-Thornycroft at Southampton and has successfully completed trials in the English Channel. The two previous Amazons were also built at Southampton.

Any members of previous Amazon ships' companies who have not already been in contact with the new ship, and would like to attend the ceremony, should contact Lieut. M. Bird, H.M.S. Amazon, c/o Vosper-Thornycroft Ltd., Woolston, Southampton. Tel. Southampton 447714-5.

Farewell kiss

Making a farewell tour before retiring from the Service, Rear-Admiral Colin Dunkop left H.M.S. Pembroke, the R.N. Supply School at Chatham, wiping lipstick from his cheek. He had been given a champagne send-off — and a spontaneous kiss from Wren Ruth Porter, a trainee writer.

The Chief of Defence Staff, Field Marshal Sir Michael Carver, went on board H.M.S. Bristol in Portsmouth Naval Base, and toured H.M.S. Dryad, Southwick, during a day visiting defence establishments in the area.

Bad weather caused the cancellation of part of the sporting and social programme when H.M. ships Andromeda and Apollo visited Dartmouth in February.

LRO Reg Cross and RO2 Michael Kent set out from Portsmouth Naval Base on February 8 on a charity tandem ride to Greta Green and back.

After helping to search for four French fishermen missing after their trawler sank, H.M.S. Hecate developed mechanical trouble and was escorted into Devonport by a tug.

The Chief Minister of Gibraltar, Sir John Hassan, on a tour of the naval and dockyard facilities, visited H.M.S. Berwick which is undergoing refit.

MUSIC FOR MUSEUM

The massed bands of the Royal Marines gave a concert at the Albert Hall, in aid of the Corps museum appeal.

Lt/Std Chris Burrows, lowered six times from a helicopter in a storm to save five French fishermen from a stranded trawler, had his reward when he was invited to meet Miss World (Marjorie Wallace). With him were two colleagues from R.N. air station Culdrose, Sub-Lieut. Nick Kidd and PO Tony Duriez.

Presented by Long MCD course, winter 1973, a Japanese flowering cherry tree was planted at H.M.S. Vernon by the commander, Cdr. A. R. Barnden.

The Niteroi, first of six Vosper Thornycroft Mk. 10 frigates being built for Brazil under a £100m. contract, was launched on February 8 at the company's Woolston (Southampton) shipyard.

Mr. Jack Litton is retiring from his position as Hawke Divisional CPO at Britannia Royal Naval College after 49 years of service in and for the Royal Navy.

After completing Fishery Patrol duties, H.M.S. Nubian had a week-end visit to Dartmouth before going on to the West Indies.

Now Gurkha has her own pub.

Men of H.M.S. Gurkha have "adopted" the Gurkha public house near Iwer Heath, Bucks, and to seal the event Lieut-Cdr Clifford Le Quelenec, the ship's marine engineer officer, and a number of members of the ship's company visited the pub to present the proprietor, Mr. Brian Shallaker, with a handsomely-mounted ship's badge and photograph.

Pictured from the left are Mrs. Le Quelenec, Lieut-Cdr Le Quelenec, CPO GI John French, CEMN Andrew Laurin, Mrs. Mary Shallaker, Mr. Shallaker, POREL T. Noonan and CPO S. Pearce.



Mercury brothers

Two sets of brothers found themselves serving at H.M.S. Mercury — Lieut. Alan Brooks and Chief Yeoman Gordon Brooks, and Lieut. Alan Colmer and Radio Supervisor John Colmer.

Over a ten-month period, H.M.S. Brighton raised £287 by raffles in aid of the Guide Dogs for the Blind.

When H.M.S. Eskimo Flight commissioned at Portland, Mrs. Margaret Williams, wife of AA1 Williams, cut the cake, assisted by Lieut. L. M. Burn.

Fifteen-year-old Cardiff schoolboy Martin Westwood became the country's top sea scout by winning the Admiral Commanding Reserves Prize, after he had navigated his troop's sail training schooner during three week-end cruises.

Presents from foreign coins

From odds and ends of foreign currency collected on a world tour, petty officers of H2 mess, H.M.S. Tiger, raised enough to buy gifts for spastic children in the Gosport area, including a TV set, microscope, record tokens, and a "perpetual" TV licence.

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ISLAND FLING...



"Stop moaning. It's only like this when the tide is in."



"Why don't we have a quiet night on board tonight?"



"I've been 15 years on a desert island and all you can say is 'Get yer hair cut, Grobley.'"



"We know you were in the pantomime when the ship went down, but do you think our rescuers will believe it...?"

TWENTY-FIVE YEARS AS 'REGULARS'

Happy birthday girls!

The Women's Services in Britain are now officially 25 years old, and the 15,000 women in uniform last month celebrated a quarter of a century as fully integrated members of the Forces.

Female branches of the Services were in being long before February 1, 1949, of course (the nurses of the Royal Navy and the Army received their charters more than 70 years ago), but it was not until after the Second World War that the women were accorded recognition as Regulars.

From that time they became as much a part of things as the fighting men and male senior officers now acknowledge that integration has been successful — even essential. In Britain's small, professional and highly-technical forces, manpower is at a premium and tremendous reliance is placed on the women taking over jobs to release men for front-line duties.

Equal pay

In all three Services women have proved their worth in the realms of telecommunications. As staff officers they share responsibility with men in headquarters teams.

The average age of all ranks is just 20, but at many levels the girls have taken on jobs once regarded as being strictly within the province of the male.

Such responsibilities bring their rewards, of

course, and by the end of next year the women's basic pay should equal that of the men. At present it is 95 per cent. of the men's rate and ranges from more than £1,035 a year at 17½ years, through £2,478 for a Fleet Chief Wren, to £6,617 for directors who rank with commodores, brigadiers and air commodores.

See the world

There are 3,000 Wrens serving in support of the Royal Navy's national and NATO roles, at headquarters and shore establishments in Britain, and overseas in Mauritius, Hong Kong, Singapore, Italy, Malta, Gibraltar, Portugal, Norway, Belgium, Canada and Holland.

The majority work in secretarial and telecommunications fields and there is scope to be a personal assistant to an admiral or be one of a team keeping in touch from a shore base with H.M. ships at sea.

The Royal Navy places great reliance on Wren weapon analysts, radar plotters, meteorological observers and, in work-stained overalls, the Wren air mechanic works on the engines and airframes of naval helicopters. Other jobs open to Wrens provides ancillary support such as dental surgery staff, cooks, welfare workers, stewards and motor transport drivers.

The Royal Navy's women nurses number about 700, and their title — Queen Alexandra's Royal Naval Nursing Service — dates back to 1902 when they received their charter.

A member of the Women's Royal Naval Service — 1974 style. She is Wren Lynne Smith, a photographer serving at R.N. air station Cudroose, Cornwall. Lynne, aged 20, is the wife of EA(A)3 Alan Smith, who is also stationed at Cudroose.

How times — and fashions — have changed. This smart young lady was photographed at Portland in 1917, the year in which women were first called up for duty in the Senior Service. She is now Mrs. A. M. A. Harris, who lives in Bath.

WREN AT THE WHEEL



Leading Wren Wendy Precious was the first Wren to pass the test for Heavy Goods Vehicle Licence Class 1, after completing a difficult course at the Commando Training Centre, Royal Marines, Lympstone.

Wendy, who is 22, joined the W.R.N.S. in 1961, and is at present stationed at Lympstone with 17 other Wrens. She is the only Wren driver at the centre: the others are writers, dental assistants and cinema projectionists.

From Holland, with thanks



Maintenance personnel of Station Flight at R.N. air station Yeovilton worked on aircraft of the Royal Netherlands Marine Corps during their visit to the U.K.

Their efforts were so appreciated that the Corps' public relations officer, Major M. H. Heineman, made a special visit to Yeovilton to convey his thanks.

He is pictured here with a group of maintenance Wrens (left to right): Carol Coleman, Rosalyn Card and Glenda Mansfield.

ADMIN. AID FOR NURSES

Administrative tasks associated with the Queen Alexandra's Royal Naval Nursing Service are to be taken over by a new non-nursing section to be known as the Clerical and Quarters category.

Recruiting is now taking place and full details are contained in DCI (RN) S2.



Films for the Fleet

Angela Bradley was born a year after the Women's Royal Naval Service became part of the regular forces in February 1949.

She is now a leading Wren serving in one of the Royal Navy's furthest outposts — at H.M.S. Tamar, the shore-base establishment in Hong Kong.

By trade she is a cinema operator and is responsible for the establishment's library of some 120 feature films which are loaned to messes and R.N. ships.

SEA TIME FOR CENTRE GIRLS

When Lieut.-Cdr. David Eliot — commanding officer of the Royal Navy element of the Joint Acoustic Analysis Centre — found that his Royal Air Force counterpart had stolen a march and sent the centre's Wrens flying in a Nimrod aircraft, he wasted no time in sending the girls to sea.

They are pictured below with AB Bob Young beneath the waves in H.M. submarine Porpoise.

From left to right the girls are: Leading Wren (WA) Sandy Bennett, Wren (WTR) Maureen McGrath, Leading Wren (RP) Sheena Bell and Leading Wren (WA) Don Lewis.

All four Wrens are from H.M.S. President and work at the Admiralty Research Laboratory, Teddington. They have the Joint Service task of analysing the results from Submarine and Nimrod Aircraft Operations.

As if to stress the Joint Services nature of the centre, Leading Wren Lewis is engaged to marry Sgt. Eric Farr-Voller, an air electronics operator from R.A.F. Kinloss!



SHIP'S BELLE!



Leading Wren Aileen Ramsay holds the ship's bell from F.R.S. Scotia, the fisheries protection vessel, which has been presented to H.M.S. Scotia, a specialized unit of the Royal Naval Reserve at Rosyth.

The bell and the ship's chronometer were handed over by Mr. Alick Buchanan-Smith, Under-Secretary of State for the Department of Agriculture and Fisheries of Scotland, to Cdr. I. B. F. Stedman, commanding officer of H.M.S. Scotia.

Hydra guests

Bright and sparkling after a three-month refit at Singapore, H.M.S. Hydra was ready for new surveying tasks which are expected to take her to the Fiji and New Hebrides Islands.

Before departure, however, January 25 was declared a families day.

About 40 guests joined the ship, including many wives of the crew, holidaying in Singapore.

A special surveying display was laid out in the chartroom.

Seen with his wife aboard the Hydra on families day is Lieut. Anthony Rackham. Ann had been holidaying in Singapore.

LADIES' DARTS

The "League and Cup double" has a personal meaning for the Cunningham Club ladies' darts team.

Following the recent successes of the Yeovilton men in winning the Navy Cup for both rugby and soccer, the wives weighed in with a cup for darts.

Representing the Ilchester Married Quarters Community Centre they won the Britton, Mitchell and Sons Ltd. Cup in only their second competitive season. The trophy is played for in Yeovil and the surrounding district.

After the celebrations which followed the cup win, the team now have to concentrate on the Yeovil Ladies' League, where they are currently in top place.

Pictured are the winning team: Back row — Pam Wood, Sue Tighe, Denise Robertson, Celia Brilla, Della Bainbridge, Babs Hobley, Jenny Culley and Ann Jones; front row — Chris Andrews, Margaret Crowe (captain), Ann Prentice, and Jenny Griffiths.



Photo: PO Roger Smart



Keeping wives 'in the picture'

"Tell the wives more" is advocated by the Seeborn Committee on Naval Family Welfare as one of the primary measures to achieve a better relationship between home and Service.

The suggestion is not intended to cut directly across the Navy's principle that it is primarily the man's responsibility to keep his wife "in the picture," but rather to ensure that the Navy offers advice and information where it is in a good position to do so.

According to the Committee report, "information should be provided systematically and regularly to all wives about (i) the husband's ship's programme; and (ii) any impending changes with, if appropriate, the help available to families to cope with the unexpected situation."

The Committee urge that information about people's lives and problems should be treated in confidence, that the practice of seeking welfare clearance should be abolished, and that the existing welfare pack system should be replaced by professional case-work records.

These recommendations are under study. Readers will appreciate that Navy systems must provide sufficient information to commanding officers when they are asked to consider compassionate action while, at the same time, making sure that personal information continues to be safeguarded with great care.

Right balance

The achievement of the right balance is no easy matter, but it is hoped that a number of improvements will be possible.

Next to separation, the subject which figures most prominently in the Seeborn report is that of accommodation, on which it is stated:

"The Navy, not the individual married member, should be responsible for finding family accommodation whenever he is moved for Service reasons to a location where his family could not normally join him."

Other suggestions are:

1. An interim scheme should be introduced for the allocation of married quarters pending the achievement of "roof-to-roof" coverage;
2. The bureaux for finding temporary accommodation should become part of the Married Quarters Organization.

Guidelines

The Navy Department had told the Committee that "roof-to-roof" coverage would be achieved between the two main areas of Portsmouth and Plymouth by 1975, and elsewhere a few years later.

In the report's section on secondary preventive welfare policies for group and community support during "critical" times in personal and family life, almost every situation from birth to bereavement is mentioned.

The official view does not regard this as necessarily overdoing welfare, but rather that the recommendations provide guidelines.

It is particularly noted that some of the Committee's solutions call for self-help or mutual help among naval families.

A great many subjects are dealt with in the report, including separation and the single man, better rail warrant arrangements, reception facilities for families on arrival in each naval port (especially when unaccompanied), lack of publicity about welfare support available, the need for welfare support for officers' families, the Divisional System, schooling, and the problem of alcoholism.

Delved deeply

The Seeborn Committee, having delved deeply into their subject, have left a massive area for possible changes by administrative action. For those who wish to do some delving themselves and have £1.25 to spare, the report can be purchased from any Government bookshop or ordered through a bookseller (Report of the Naval Welfare Committee, H.M. Stationery Office — published Feb 6 1974).

The eventual aim is to create an organization which will provide welfare support to match the present and future needs of naval personnel and their families, with particular emphasis on the special difficulties inherent in a seagoing service.

Navy News

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'Dad and mum' to many

"Dad and mum" to scores of Service children, Mr. and Mrs. John R. Liddle are leaving the Royal Navy and Royal Marines Children's Home — better known to many perhaps as South Africa Lodge, near Portsmouth.

Mr. and Mrs. Liddle have been superintendent and matron for more than 20 years, and in their care have been many boys and girls from broken homes, or from families which have lost one parent.

At any one time about a couple of dozen children have their home at South Africa Lodge, and after suffering some form of family deprivation they are able to enjoy a comfortable and secure "base."

FOR FAMILIES

Happy homecoming

'Phone-a-ship' problems explained

Radiotelephone calls between H.M. ships and home have been the subject of much discussion in the columns of Navy News, and now a letter has come, describing some of the practical problems.

"Radman" (name and address supplied) says he is in full agreement that the calls are both beneficial and a great morale booster.

"I know also," he says, "from conversations with my contemporaries, of the differing views held on the subject."

"You should be aware, and your readers also, that it is not only the 'availability of equipment' or 'operational commitments' which allow radiotelephone calls.

"These two are only half the story.

"The other half is the Radio Supervisor and his team, who have to handle these Radcalls.

"Normally they are only too pleased to do it, but if you take into account poor radio conditions, necessitating much extra work to get a clear 'line'; time differentials (8 p.m. in U.K., midnight on Beira) to quote just two; then add the normal daily / nightly work load of a Communication rating, and it can become just a bit much!

"Take 50 wives or sweethearts out of a ship's company of 300 trying to phone their menfolk each fortnight / month, and you can see the pressure which can fall on an already overworked staff.

"Looking at the Fleet's very large exercise and non-exercise commitments, I can understand the 'frigid' view in some ships.

"Perhaps this will help to present a picture which is not quite as simple as a GPO line between two points.

"Basically the answer lies with the Radio Supervisor. If he is prepared to devote many hours of his own time to radiotele-

phone calls, you will get an efficient service. If not — well, he's only human!"

There is a postscript to the letter in which the writer adds: "My Radcall cash total in two years in my last ship (15 months deployed) was in the region of £1,500, so I am writing from a position of some knowledge."

Navy News feels sure that the many sweethearts and wives who have made radio calls to ships would wish to say a sincere "thank you" to all the "Radmen" who have helped — and will continue to help as much as their duties permit.

Hospital 'tonic'

A most appropriate tail-piece to this article came in a letter to Navy News from Mrs. E. M. Powell, writing from Brook Hospital, Shooters Hill, SE18.

"Please may I thank all the radio-telecommunications men who made it possible for my son aboard H.M.S. Danae, CPO Powell, to phone direct to me at the hospital," she said.

"It was a wonderful surprise and it did more for my morale than any medicine. Special thanks to the very patient R.T. man on duty on February 22 at 6 p.m. (our time)."

One of the happiest "welcome home" pictures to land on the Navy News desk was this shot of L.Ck. Tony Smith, of H.M.S. Tiger, with his wife and baby son Andrew Stephen.



Picture: CPO Dave Morris

The Holdens of Halifax



The Holden family of Halifax can be justly proud of their contribution to the Senior Service. Sons, daughters, cousins, and even a brother-in-law serve under the White Ensign — and dad was one of Monty's Desert Rats.

"I wonder if you could do me a great favour," wrote Mrs. Holden to Navy News. "My four sons serving in the R.N. are in the Portsmouth area for a brief time, and I have never managed to get them all together.

"Could you arrange for a photograph of them to be taken?"

Yes, indeed, Mrs. Holden, and the Public Relations Office at H.M.S. Daedalus were most helpful in getting it all "laid on."

Left to right in the group are—

Mick (34), who is an aircraft mechanic 1st

class on the staff of the Air Engineering School at H.M.S. Daedalus;

Robert (25), a chef at the nearby R.N. Hospital, Haslar, who has represented the Fleet Air Arm at rugby;

John (31), a petty officer "Jack Dusty," who once represented the Fleet Air Arm as a light welterweight boxer, and whose ship, H.M.S. Intrepid was visiting Portsmouth; and

David (27), radio electrical mechanic (air) 1st class, at present serving at H.M.S. Heron, Yeovil-ton.

Mrs. Holden's daughter, Linda, was a cine operator in the W.R.N.S. until she married LREM W. J. M. Egging, of H.M.S. Hermione. She is living in quarters at Gosport.

The boys between them have served in a wide variety of ships, from aircraft carriers to frigates, and visited just about everywhere from Scapa Flow to "Singers."

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LOWESTOFT CHALLENGE TO EDITORS AT SEA

Reviews of the Fleet

Mirror, Mirror on the wall, who is the fairest of them all?

Blimey . . . it's the Sun!

Such is the kind of competitive newspaper dilemma which may result from H.M.S. Lowestoft's pride and enthusiasm.

Instr. Lieut.-Cdr. K. Langley, their public relations officer, reckons with all due modesty that they have a magazine which is as good if not better than that produced by any other small ship.

And just to prove the point, he sent along to Navy News the current copy and several back numbers, produced by the diligence of editors OEMN1 Worthington and LMA Keam, working mainly in their "unsocial hours."

Exchanging ideas

Having thrown down the gauntlet, he hastens to explain that while undeniably pleased with themselves, their aim in advancing into the glare of publicity is to make contact with other editors in order that ideas can be exchanged.

And the most important reason of all: to improve the standard of small-ship magazines, reviews, etc., throughout the Fleet.

Well, the fellows at Navy News will be happy to join in the fun, and perhaps hold a competition, but there are one or two snags in judging.

From time to time we have received copies of ship magazines, and admired the originality of approach, some of the cartooning, and those jokes we could understand.

Unhappily (for us) much of the humour might as well have been in Arabic, being intelligible only to those who knew what it was all about.

One ship brought off a "double" which must have paid out handsomely in good internal and external relations. They produced their magazine in two versions — one for the families and the other telling the truth (shipboard only!)

However, most people would probably agree that a ship magazine is primarily to amuse and sustain morale; and can be particularly helpful in difficult periods. If a magazine can be

produced which not only does this, but succeeds in interesting the families as well, then that is a valuable fringe benefit.

From the magazines which descend upon Navy News, it would seem that either equipment varies widely from ship to ship, or some editors have a better knowledge of their machinery capability.

Even with the most basic of materials, some idea of presentation can gild the lilies of literary effort which ship editors manage to wrench from reluctant William Hickeys.

Whether the Fleet will now take up the Lowestoft challenge and bombard Navy News with examples of their journalistic skills remains to be seen.

Competition or no, someone in the Corridors of Power might spare a thought for the value of ship publications, and consider:

1. Allocating reasonable equipment, or getting advice on equipment which could perhaps be bought from Sailors' Fund resources.
2. Making sure that the potential of existing equipment is understood from a magazine point of view (a booklet perhaps?).
3. Collating some gems of "know-how" from today's experience to benefit tomorrow's editors.

Right: A magazine montage from H.M. ships Bristol, Endurance, Diomedea, and Lowestoft.



4. Giving special attention to the methods by which some ship publications have included pictures.
- In conclusion (for the time being) from your scribes who are paid for the job to the enthusiasts who work for love, our congratulations on your splendid efforts.

AND NOW, FROM OUR ENDURANCE CORRESPONDENT . . .

'Snaps' takes a break

After several weeks as Cape Horn guardship to the yachts in the Whitbread Round-the-World Race — during which she herself rounded the Horn 18 times — H.M.S. Endurance took a seven-day mid-term break at Mar Del Plata, Argentina, last month.

One of the busiest men on board during the ice patrol ship's period of guard duty was "Snaps" — LA Phot Bill Timkey — who was filming the yachts for Navy publicity from both ship and helicopter, as well as preparing his hour-long record programme for the ship's radio "station".

Also on board to film the yachts, this time for Southern Television, was Mr. Slim Macdonnell, who joined during a four-day stay at Valparaiso.

During the visit to the Chilean capital, a party of six from the ship's Fervent Angling Club took the whaler out to join local fishermen and caught 50 fish between them — "The best day's fishing I've ever had," according to ace angler POWtr Ray Fairbank.

WELL-EARNED

Although the ship's football and rugby teams lost to local sides, the Royal Marines Detachment's visit to the Chilean Marine Corps' local base was more successful, the sport on this occasion being wine-tasting.

And needless to say 45 Chilean orphans spent a similarly enjoyable time (with jellies

and cakes replacing the wine) at a party on board organized by Chief Burl Ives.

Another highlight of shipboard entertainment was an official cocktail party attended by the Commander-in-Chief First Naval Zone, Chile, Contraalmirante Sr. Adolfo Walbaum, with a return party at the Valparaiso Naval Club the following evening.

The Valparaiso visit was a well-earned break after three hectic months in and around the Falkland Islands and South Georgia, during which the ship's flight lifted ashore the largest and longest disembarked camp party at Swan Island with the task of surveying Falkland Sound, the dangerous and fast-running stretch of tidal water separating the East and West Islands.

After her spell at Cape Horn, the Endurance returned to the Falkland Islands to pick up the camp party for the mid-term break.

Coasting through the calm canals of Chile

As H.M.S. Endurance steams through the Patagonian Canals in Southern Chile en route to Valparaiso the narrow channels, numerous waterfalls and dense rain forest make a welcome change from the treeless scenery of the Falklands and South Georgia. Photograph by LA Phot Bill Timkey from one of the Endurance's Whirlwind helicopters.



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Dolphin and a visiting 'nuke'

The nuclear-powered Fleet submarine H.M.S. Valiant passes H.M.S. Dolphin — the oldest submarine base — as she enters harbour in February for a 10-day visit to Portsmouth.

She was the first nuclear visitor in the harbour since H.M.S. Conqueror spent three days in Portsmouth in August 1972, and she moored at Fountain Lake Jetty.

The Valiant's call followed sea exercises, and while in harbour there was a heavy programme of visiting parties from MOD London, the dockyard, other local naval establishments and local cadet forces.

The submarine, commanded by Cdr P. F. Grenier, is based with the Second submarine Squadron at Devonport, being among a "mix" of nuclear-Fleet and conventional Patrol-class subs operated by the squadron.

She is one of seven nuclear-Fleet subs now in service with the Royal Navy, having first commissioned in 1966. With a surface displacement of 3,500 tons, or 4,500 tons dived, and length of 285 feet, the Valiant has a complement of about 100.

Four more nuclear-Fleet subs are on order for the Royal Navy. First of the four, H.M.S. Sovereign, was launched in February, 1973, and is expected to commission within the next few months.

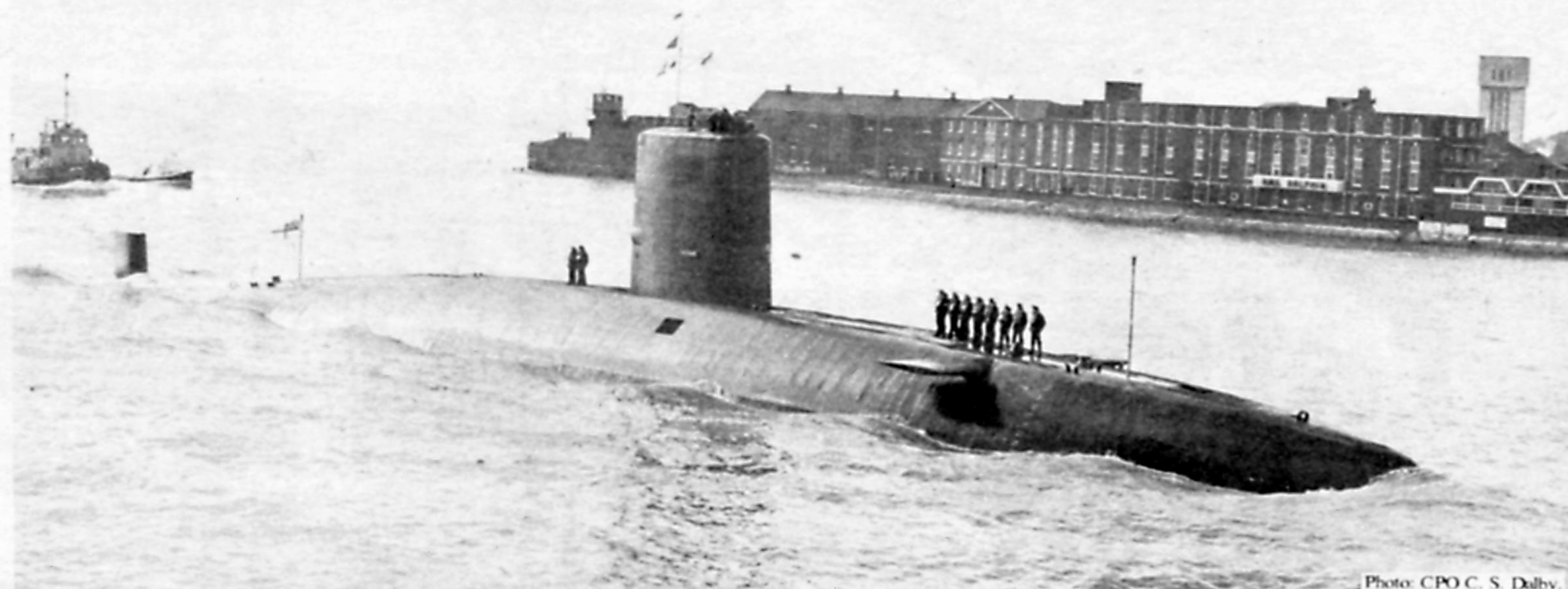


Photo: CPO C. S. Dalby.

MEET BRUTUS —SNOOPY'S SON

Special guest at the commissioning at Rosyth of H.M.S. Ocelot was the submarine's new ocelot mascot Brutus, son of previous mascot Snoopy.

In the picture, the commanding officer (Lieut-Cdr Michael Tuohy) is seen introducing Brutus to some of the submarine's crew.

Photo: Scottish Daily Express



Sultan success

Mutton broth, followed by Cornish pasties jus-lie or saute of chicken chasseur with parsley and savoury potatoes, buttered cabbage and peas Flemish-style, individual mince pies with almond sauce and brandy butter or apple charlotte.

A typical menu in a junior rates' mess? Possibly — but also the fare expertly served up by the 34 cooks of H.M.S. Sultan to win the Naval United Kingdom catering competition.

The cup was presented to the team, whose average age was only 21, by the Chief of Staff to the Commander-in-Chief Naval Home Command (Commodore R. D. Macdonald).

Four cooks from Sultan won two challenge cups, two gold, two silver and two bronze medals at Hotelympia this year.

SOUTHDOWN Week-end Leave

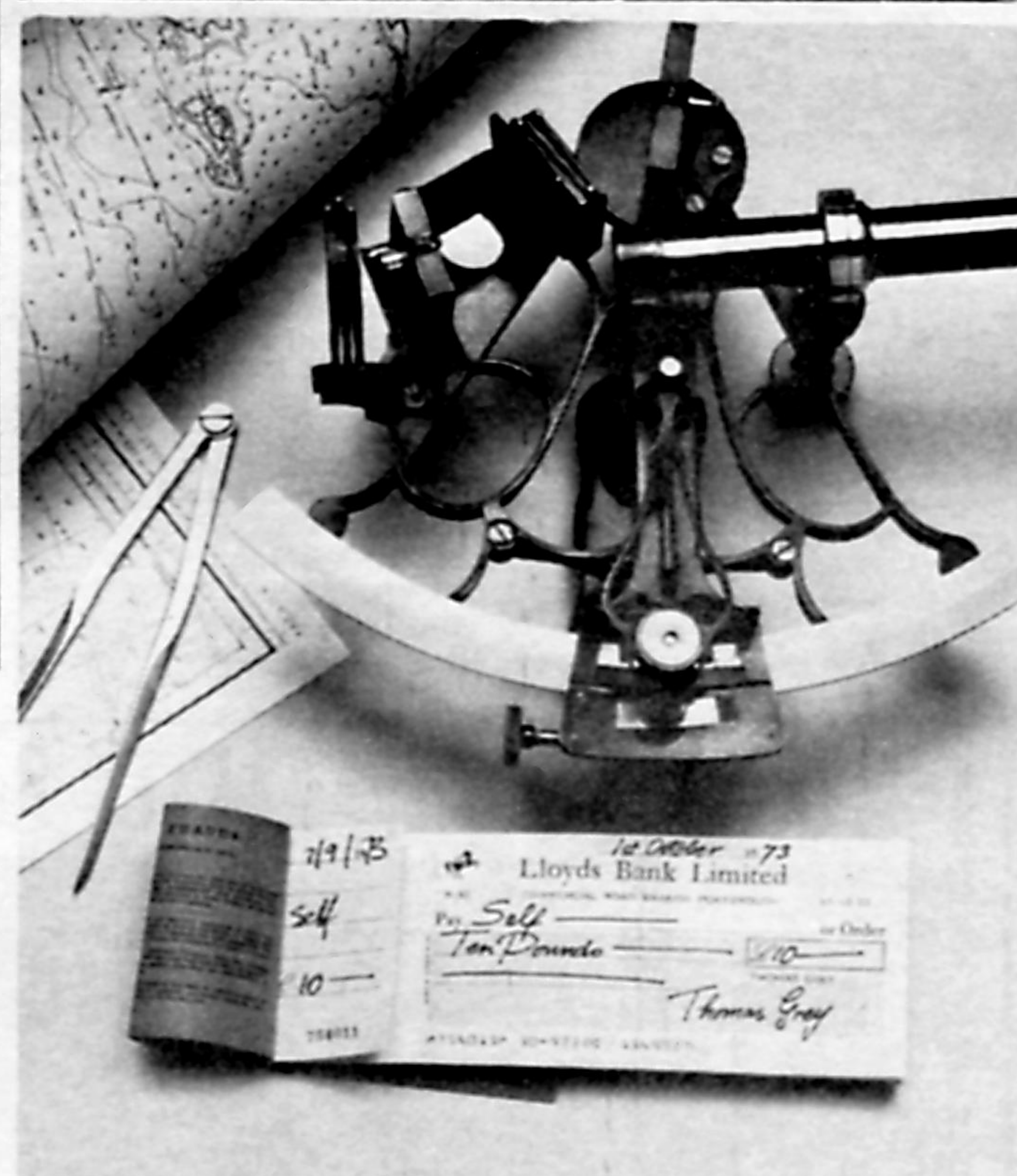
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WOLVERHAMPTON	£2.45	LONDON (H.M.S. Collingwood)	£1.20
BIRMINGHAM	£2.40	LONDON (Portsmouth)	£1.20
COVENTRY	£2.05	LONDON (H.M.S. Mercury)	£0.95
WARWICK	£1.90	LONDON (Gosport)	£1.30
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GET WISE ON DCIs

Aim of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

Senior rates pay to go direct to bank



"What's the rate of exchange for Pieces of Eight?"

Wrong mix!



Outboard motors are highly-sophisticated pieces of machinery, and sensitive in performance and reliability to the wrong handling.

"Put the right mixture in" and "keep the salt water out" are two basic requirements if these costly motors are not to fail at some critical moment.

DCI (RN) T 9

Although the Admiralty are introducing a monthly into-the-bank pay system for petty officers and above, starting in May, there need be no blank period in the change-over from the present fortnightly arrangement.

To help senior rates in the transition, they can, if they wish, draw double their fortnightly rate on May 2. The first bank payment on May 31 will be a full month's money which, with the extra pay on May 2, will represent a net advance of 15 days' pay.

The extra amount will be paid back over the following five months, at the rate of three days' pay per month.

Another problem of bank payment is that of getting money when the customer is remote

from banking facilities, but in these cases he can cash up to three cheques a month with the supply officer, without charge. It is not compulsory for senior rates to go on to monthly payment. They have a once-only chance to opt out before May 31, in a form to be announced later.

For those who have not already joined the thousands in the Services holding bank accounts, guidance on this matter and on the merits of bank payment will be issued separately.

Existing allotment and remittance facilities will continue, but senior rates may need to make less use of them as experience with the bank pay-

ment system is gained.

Junior ratings are not being left out. The scheme will be extended to them when practicable, but they can opt now for bank payment afloat, and get the same cheque-cashing facilities as officer and senior rates.

DCI (RN) T 2

Coveralls

Existing overalls are being replaced with a new 'coverall' of improved design, navy blue in colour, and made of easy care polyester/cotton material.

It is intended for all personnel except air maintenance ratings, for whom a new coverall was recently introduced. Laundering advice should be noted carefully.

DCI (RN) T 7

Jobs for chiefs

Chief petty officers within 18 months of completion of CS2/LS3 engagements may be interested in vacancies for the maintenance of medical and dental equipment (NCS).

DCI (RN) T12

Wide range of coaching chances

Muscle to bend the Eiffel Tower is not essential to understand the science of weight-lifting, nor is top-quality performance needed for a wide range of coaching opportunities in the Service.

Interest is the main thing — plus of course the ability to acquire knowledge from training and pass it on to other enthusiasts.

In the list which has been announced of the training courses available in 1974, all the main sports are included, as well as such activities as gliding, judo, and orienteering.

DCI (RN) T 27



"Y'know something — you oughta take up coaching!"

Gib. cars

Anyone whose Service takes him for a spell at Gibraltar may wish to take a car. Rules governing exemption from import duty should be carefully studied.

DCI (General) S 1

W.R.N.S. FUTURE

A Study Team has been set up to examine how best to use the talents and skills of the high quality recruits being attracted into the Women's Royal Naval Service.

The team will re-define the role of the W.R.N.S. for the next ten years and beyond, and make recommendations.

DCI (RN) T 10

Holiday 'bargain offer' in Scotland

A family holiday with plenty of fresh air, walking, and the use of a lovely sandy beach only 50 yards away is possible for naval applicants at a total accommodation cost of £1.40 per night — including the whole party.

The "bargain offer" is at Loch Ewe in Scotland, where a pilot scheme with recreational caravans last year proved highly successful. Another caravan has now been installed, making four — bought through the generosity of the Fleet Amenities Fund and the Sailors' Fund, for use by officers, ratings, and their families.

For details (stamped envelope please) write to Resident Naval Officer, Loch Ewe, R.N. Establishment, Aultbea, Achnasheen, Wester Ross. Telephone: Aultbea 226.

Jury service

While members of the Armed Forces are liable in the same way as civilians to jury service, they can be relieved of obligation to attend by filling in the form on the jury summons.

However, whatever an individual's wish, where absence from duty would be prejudicial to the efficiency of the Service, a commanding officer may forward his own exemption notification.

DCI (General) S 9

PEMBROKE 'ODD MAN OUT'



Seen on one of his last ceremonial divisions — he would call them parades — is the "odd man out" in H.M.S. Pembroke for the past year.

Senior Aircraftman Keith Finter, who has been the only representative of the R.A.F. among the hundreds of sailors at the R.N. Supply and Secretariat School, has been promoted and leaves for R.A.F. Binbrook, near Grimsby.

SAC Finter, one of 15 R.A.F. men on loan

service to R.N. shore establishments as an experiment, has been working as a clerk-secretary in the course planning office.

Pembroke's man wearing a different shade of blue said that he got on well with the Navy and would like to have finished his full two-and-half year period of attachment to them.

"There was a lot of micky-taking at first, but it didn't bother me," he added.

Photo: J. B. Sanders

RELIEF TEAM LEADER RETURNS TO EARTHQUAKE ISLAND

Now it's right up

his street!

Flashback: This was the scene in Montevago in 1968, as AB Hartley searched for signs of life among the rubble.



For Cdr. Ian Powe, commanding officer of the frigate H.M.S. Yarmouth, the visit to Porto Empedocle, Sicily, was literally "right up his street."

One of the streets in nearby Montevago was named after him — "Via Comandante Powe" — to commemorate the help given by the Royal Navy when the town was devastated by an earthquake in 1968.

A street-corner scene in Montevago, Sicily. The people of Montevago recorded their thanks to the Royal Navy's 7th Mine Countermeasures Squadron by perpetuating the name of the squadron's senior officer, Cdr. Ian Powe.

Tartar returns to the Tribe

After a two-year, £5m. refit at Portsmouth, H.M.S. Tartar rejoined the Fleet on January 25. The Tribal-class general purpose frigate now has two Seacat guided missile systems and improved machinery and communications equipment.

A complete refit of the accommodation areas and air conditioning should make life on board more comfortable for the ship's company.

One member of the crew who played a prominent part in the recommissioning ceremony was Cook Edward Wright, who brought the ship's name to life by

appearing in the colourful costume of a Tartar warrior.

It was also a big day for the youngest rating on board, JS Robert Knight (17), who was called upon to help Mrs. Jenny Manley, wife of the commanding officer (Cdr. J. Manley) to cut the commissioning cake.

CAMERA GIFT

Rear-Admiral S. L. McArdle, Flag Officer Spithead, took the salute and inspected the guard formed by the Tartar's 22-man Royal Marine detachment.

Among the guests at the ceremony were members of the staff and pupils of the Chailey Heritage School for handicapped children, which has been adopted by the ship. The children were

delighted with the ship's present to the school — a Polaroid colour camera, which they used to record the day's events.

Also present were Sea Cadets from T.S. Tartar, New Barnet. The Borough of Barnet adopted the last H.M.S. Tartar in 1941 and a close liaison has been maintained ever since.

Twelve of the 20 battle honours won by ships called Tartar were gained in the Second World War, and include Bismarck 1941. At the time of the Bismarck action the Tartar's gunnery officer was Ludovic Kennedy, then a sub-lieutenant. He was unable to attend the recommissioning ceremony, but presented the ship with two silver mugs and a first edition of his book, "Sub. Lieutenant."

Cdr. Powe was at that time in charge of the Navy's relief work involving four ships of the 7th Mine Countermeasures Squadron (namely the minesweepers Wal-kerton, Ashton, Stubbington and Crofton); R.F.A. Sea Salvor and a naval medical team from Malta.

HERO'S WELCOME

Cdr. Powe was given a hero's welcome when he returned to Montevago. Thousands of residents turned out to cheer as Cdr. Powe and members of his ship's company walked through the new town — along Via Comandante Powe, of course — accompanied by children waving Union Jacks and Italian flags.

At a civil reception for 100 officers and ratings from the Yarmouth the Mayor spoke of the lasting friendship between the people of Sicily and the Royal Navy. British sailors would always be given a warm welcome, he said.

After lunch, the Yarmouth's soccer team faced a Montevago

side at a stadium built with British aid and named "Stadio Regina Elisabetta," but the match was abandoned in torrential rain. It was agreed that it should be replayed when an R.N. ship next visits a nearby Sicilian port.

Below: Cdr. Powe is taken on a conducted tour of the reconstructed town of Montevago, accompanied by the Priest and the Mayor.



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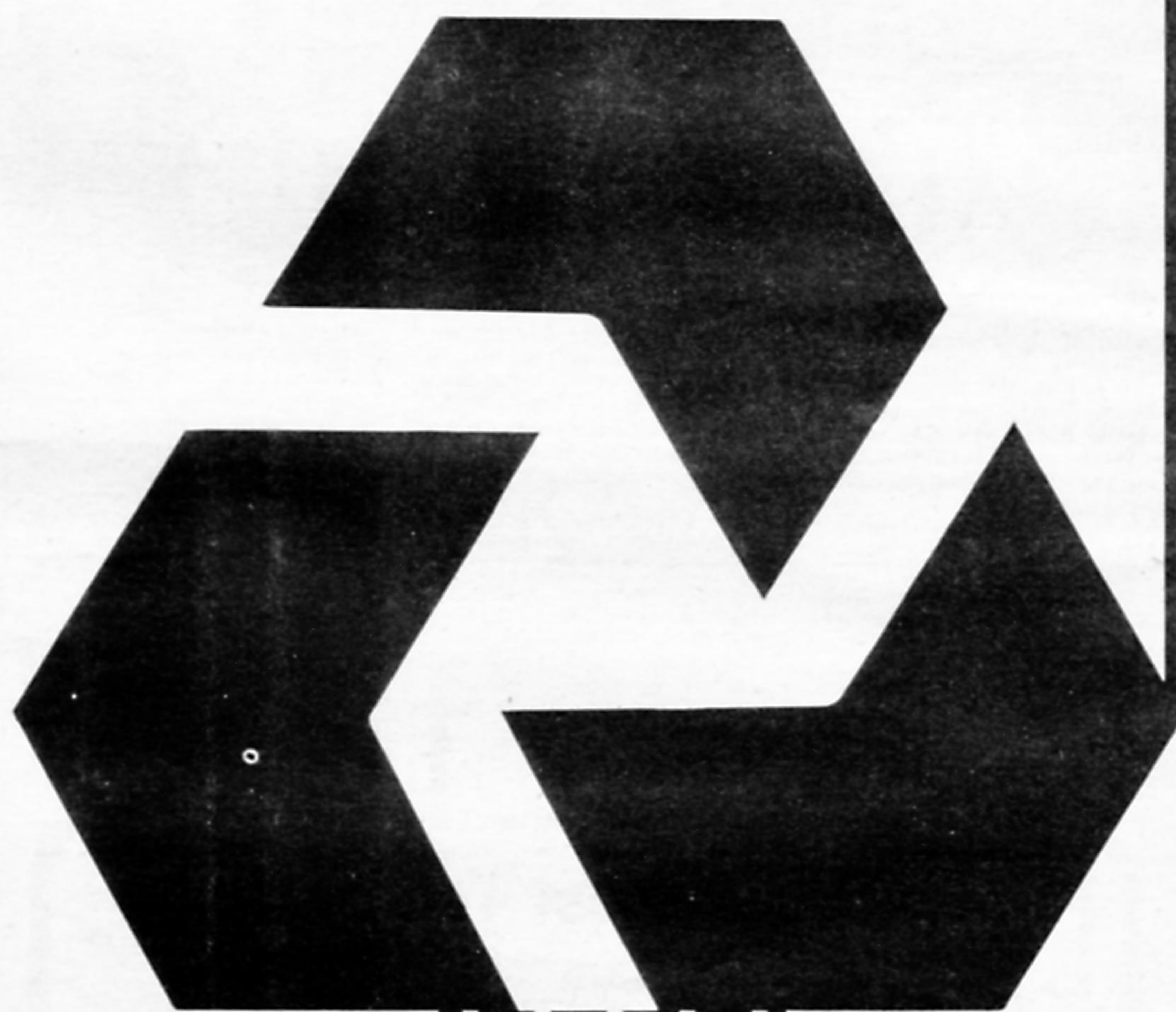
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Time to recall Nelson?

Letters to the Editor

recall Nelson?

From Navy News, June 1972.

VICTORY ROLE FOR NELSON!

The Queen has approved that the title of the Royal Naval Barracks, Portsmouth, should be H.M.S. Nelson, instead of H.M.S. Victory — thus bringing back after an absence of 25 years an official inclusion of the hero's name into the Service.

The Palace intimation was a fulfilment of the efforts of the Commodore of the Bar-

racks (Commodore J. S. C. Lea) who is Chairman of the Navy News Management Committee.

When making the initial approaches for the

change of name, he learned that a sailor from the Royal Yacht Britannia, AB Michael Ashford, had made the same suggestion in a letter to Navy News in June, 1972.

Mr. Ashford is now out of the Navy, but a letter has gone from the barracks informing him of the success of his original idea.

In fact, Navy News was "having a crack" at the absence of an H.M.S. Nelson as long ago as 1959, and at that time was urging (without success) that a certain cruiser should be named after the Trafalgar victor, and not Blake — a "general at sea" and not an admiral.

The change of name will rid both the Service and the public of the confusion between the barracks and H.M.S. Victory ship in Portsmouth Dockyard.

New look

Renaming will take place this summer at a ceremony to be run on the lines of a recommissioning, to which families and friends will be invited.

Nearly all new construction at present under way will be finished by then, thus presenting a good opportunity for an open day to display the new look.

Nelson's name disappeared from the Royal Navy when the famous battleship was scrapped in 1949.

The reason for the double H.M.S. Victory was in fact due to the Navy's anxiety to keep alive that name, and not to any lack of regard for Nelson.

The barracks were opened in 1903 when the Victory ship was a derelict hulk, and with its future very much in doubt, King Edward VII gave permission for the barracks to take the title, and for its ratings to wear the ship's tally.

Then the Victory ship was placed in dry dock in 1922 and was subsequently restored and opened to the public. Confusion over the double "ship" has lasted since then.

SHIP-SHAPE!

Association thanks Admiral



During his service in Belgium at Supreme Headquarters Allied Powers Europe, Rear-Admiral G. C. Mitchell has been a strong supporter of the R.N. and R.M. SHAPE Association, attending many of the organisation's functions.

Presenting him at a farewell ceremony with an inscribed mounted boatswain's call, Capt. B. V. W. Tyler said the association was the only one of its kind among organisations at SHAPE.

The association chairman, Cdr R. Turpin, thanked the Admiral for his support and presented him with an inscribed tankard.

Replying, Rear-Admiral Mitchell said he knew that officers of other services thought the existence of the association, which provides social events for R.N. and W.R.N.S. members, a sound idea and that they considered they should have something similar.

At the end of the farewell ceremony, Rear-Admiral Mitchell was "piped ashore" by a party consisting of FMAA Gregory, LS Carlisle, L Reg Harris and Wren Hoyle.

In the picture he receives his tankard from Cdr. Turpin, while Wren Allison looks on.

Admiral Mitchell, who has

served for five years within the NATO Alliance, has in recent years been Deputy Assistant Commander Europe. From 1968 he was the first commander of the Standing Naval Force Atlantic. Now he moves to the Second Sea Lord's Department.

ARK ROYAL BOOK

H.M.S. Ark Royal's 1970-73 commission book is now on sale, price 60p, including postage.

Orders should be sent to The Secretary, Ship's Welfare Committee, H.M.S. Ark Royal, H.M. Naval Base, Devonport. Cheques and postal orders to be made payable to The Treasurer, Ship's Welfare Fund, H.M.S. Ark Royal.

Making music in the Med



Striking up a musical pose in the Naples sunshine are four Wrens who have joined the band of the Commander-in-Chief Allied Forces Southern Europe.

The girls, all on the administrative staff at the Allied Naval Forces Southern Europe Headquarters in Naples, have a part-time role in the band, playing drums and cymbals during honour ceremonies and other special occasions.

"They came to the band with little or no musical background," said band leader U.S.N. Senior Chief Musician Arthur D. Jacobus. "The percussion major volunteered to teach them to play the drums and cymbals during their lunch breaks."

Navy News could not resist this picture of the Women's Royal Naval Service beating the drum in Italy — but sorry, girls, no one sent us your names!

UNDERWATER SYSTEMS

We are engaged in the development of sophisticated underwater systems in conjunction with M.O.D. and the Services. Our successes in this field are such that we now wish to strengthen the team involved with the field-work by appointing a number of

Trials Personnel

Vacancies exist at both intermediate and senior engineer level for applicants able to offer relevant experience gained either in industry or one of the Services, and have had a formal technical training to at least HNC or equivalent level, in electronics or applied physics. Experience in the Royal Navy, particularly in the sonar field would be a distinct advantage.

Trials Engineers will be required to organise and implement trials, report on results and direct the subsequent data analysis.

The positions will be based at Bracknell in Berkshire, but incumbents will spend short periods away at trials locations.

There is an attractive salary and competitive fringe benefits. Requests for application forms, in writing or by telephone, should be addressed to Alan Curme, Personnel Officer, quoting reference number G/590/ NN

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NEWSVIEW

Tasting the new recipe

"The proof of the pudding" is the cautious Admiralty Board approach to recommendations of the Seeböhm Committee on Family Welfare.

The report comes out strongly in favour of professional social workers, but agrees that any new recipe must be palatable both to the Naval Command and the customers. Ensuring this vital balance is seen as a slowly digested process.

One great hope will be that staff of the right calibre can be recruited or trained amid prevailing shortages, so that at the end of the three-year first phase, a true assessment may emerge from the claims and results of the new scheme. It is an area not without its doubters.

No such restraint, however, need deter all concerned from going "full steam ahead" on another major issue — accommodation.

"SPECIAL CASE"

Loud and clear has come the message through the Committee that the Navy does indeed have a lot to put up with, "special difficulties relating to separation, turbulence, 'headless' families, and children... not found in other walks of life," including the Army and the Royal Air Force. The Committee praise the way individuals face up to their difficulties.

The report emphasizes the Navy's "special case" (to use words so popular in today's industrial arguments) and this is where sympathetic ears are needed beyond the confines of the Admiralty Board.

Some of the men who wish to buy their own homes require a measure of more help than is available now. While they have the one-Service privilege in the advance-of-pay scheme to assist in the down payment on a house, the Seeböhm report drives home that that — and more — is needed in tackling the present situation.

Lack of married quarters is a solely naval problem which exacerbates many others.

APPRECIATION

Concerning the existing Family Welfare service, the Seeböhm report has seen it as too limited, but did not deny that what they did they did well. "Serving members and their wives with personal experience of the help given in a serious crisis spoke appreciatively about the assistance received."

The quotation is but a little candle amid the expert glow with which the Committee seek to brighten the Navy's future. Let it not be overlooked.

New missile age man

Two minutes is half the time required to boil an egg — but in that time a warship can be blasted from the water by a missile fired from a small enemy patrol boat 20 miles away. That is, unless evasive action is immediately taken and counter-measures brought swiftly into operation.

Naval experts now accept that a handful of missile-carrying patrol boats could drastically alter the balance of power in a theatre of action.

For hundreds of years, naval warfare consisted of ships battling it out gun for gun, with the outcome largely dependent on the armament and protection of the vessels concerned.

In more recent times, strategy has been changed by the development of submarines and aircraft, but the most rapid alterations have taken place since the inception of the guided missile.

The point was hammered home with devastating effect in 1967 when the Israeli destroyer Eilat was sunk by a Russian-built Styx missile fired from an Egyptian fast patrol boat.

The Royal Navy was not slow to appreciate the danger. Missile defence of warships has been improved. Equipment has been developed to combat missile attacks — jamming devices, decoys and anti-missile missiles. Fast gas turbine-powered vessels have been built to provide warships with training in anti-fast patrol boat tactics.

But perhaps the most important change from the Navy's point of view has been the introduction of a new type of specialist — the principal warfare officer, or PWO.

Purpose of the change has been to accelerate a ship's reaction time to a threat. Normally, the commanding officer is the man who takes all the decisions and fights the ship from the Operations Room. But in a continued state of alert, there are

By

David Healy

bound to be times when the ship's captain is not instantly available. Should he be asleep when an attack suddenly develops, the time taken to get from his cabin to the Ops. Room could — although only a matter of seconds — prove fatal.

The principal warfare officer is therefore trained to fight the ship in the absence of the commanding officer. He is trained "across the board" in fields such as gunnery, missiles and

anti-submarine warfare — and it is his job to deal with attacks by air, from the surface or from beneath the sea.

The weapons at his disposal are impressive. A guided missile destroyer, for example, can be equipped with Exocet surface-to-surface missiles, Seaslug surface-to-air or surface-to-surface missiles and Seacat short range surface-to-air missiles. These are in addition to 4.5 inch guns and an anti-submarine helicopter, equipped with homing torpedoes.

The Navy's arsenal also includes other missiles — Ikara and Sea Dart — and more are in the pipeline, such as Sea Wolf.

Training of PWOs is carried out at H.M.S. Dryad, where young officers selected throughout the Navy as potential PWOs attend a 29-week course.

Dryad has been used for training in tactics and navigation since 1941. The 19th century mansion forms only a small part of the establishment, with new buildings housing complex electronics and simulators which enable exercises to be carried out without having to use real ships and aircraft.

The prospective PWO can direct activities from an Ops. Room which is a replica of that in a guided missile destroyer or frigate. Many variables can be introduced, with better results than trying to impose similar conditions on an exercise

(continued on page 19)

Another 'sting' for the PWO's bow

Weapons in the armoury of the new specialist principal warfare officer include Exocet surface-to-surface missiles — and first Royal Navy ship to be fitted with the system is H.M.S. Norfolk.

This makes the guided missile destroyer the first British warship to carry three independent missile systems, the others being Seaslug and Seacat.

As can be seen in this picture of the Norfolk, the quadruple Exocet mounting is installed in place of the "B" 4.5-inch gun turret forward of the bridge.



THAT'S SNOWBIZ!



Clearing up for rounds — you must be joking! Leading Airman (SE) Webb has some task on hand during Exercise Clockwork.

Photos: PO Roger Smart.



Wearing his snowshoes, Rear-Admiral Austin shares a joke while visiting Exercise Clockwork "survivors."

MISSILES AND THE PWO

(Continued from page 18.)

in a ship. Simulated missiles can be "fired" at simulated targets, and the results computed far more accurately than the guesswork involved with using real aircraft and submarines on exercises.

Such training is essential for a Navy committed to defend the trade routes on which our survival as an island depends. The need to keep the sealanes open has been proved in two world wars, when submarine blockades nearly brought the country to defeat.

Germany entered the Second World War with only 59 submarines at her disposal — and it is a sobering thought that the Soviet Union now has about 400, including a large number of nuclear-powered boats.

China, like Russia, is also increasing the size of the navy — including a powerful submarine fleet. Both countries, and many others with small navies, possess missile-equipped fast patrol boats.

By introducing the principal warfare officer, the Royal Navy has added considerably to the strength and preparedness of NATO — as well as continuing its traditional role of protecting the trade routes which are our lifeblood.

CAPSTANS HAND-OVER

● Captain John Rumble, commanding officer of H.M.S. Fearless, last month handed over to English Harbour, Antigua, three replicas of the capstans which stood in the West Indian island's "Nelson's Dockyard."

As reported last month the replicas were built by the engineering department of H.M.S. Vernon, after enthusiasts who were restoring and maintaining the delightful harbour could find no replacements for the ancient capstans.

Plenty of valuable experience was again acquired this year during Exercise Clockwork, held annually in northern Norway for training in Arctic warfare techniques.

Deploying to Bardufoss were Commandos of 45 Commando Group, together with 845 and 846 Naval Air Squadrons.

This year the units were in Norway for some six weeks, during which they were visited by the Flag Officer Naval Air Command (Rear-Admiral Peter Austin).

A variety of tasks were undertaken as flying and ground crews became versed in the operation and maintenance of helicopters among the ice and snow.

All the routine work continued, and in addition there were problems special to the Arctic and jobs like camouflaging helicopters in snow conditions.

Survival training included the building of snow shelters.

Arctic training for 'Clockwork' helicopters

But it wasn't all work, and relaxation included, inevitably skiing, while the "do it yourself" volunteer band gave a concert in the officers' mess at Bardufoss.

Rear-Admiral Austin presented the senior officer Bardufoss with an H.M.S. Heron tie for all the help extended to the naval detachment there.

Fearless cricket in West Indies

When members of the MCC touring team and West Indies cricket side met the officers and men of H.M.S. Fearless for a friendly match in Port of Spain, Trinidad, both teams autographed a bat which was raffled for Z3 Children's Plastic Surgery Ward, R.N.H. Stonehouse.

The ship's sports officer, Surgeon-Lieut Mike Roberts, below assists the West Indies manager to conduct the draw, and among the onlookers are the MCC manager, Donald Carr (second from left) and skipper Mike Denness (second from right).

Pictured (right) with the bat is the winner, Std Colin Williams.



Photos: Peter W. Bridge.



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Meet the Navy



The inspiration for this "spread" came to Na in a batch of pictures from H.M.S. Andromeda call typical of the "Meet the Navy" programme - The port was Grimsby — especially appropriate frigate recently returned from "the sharp end" trawlers off Iceland.

One of the best ways in which the Royal Navy may be reassured about the country's affinity and affection for the Senior Service is to gather some of the "owners" aboard and this they do by the thousand during "Meet the Navy" visits to ports all around our shores.

The programme also provides the opportunity for school children, civic leaders, teachers, and careers staff to talk freely to the sailors — and for the community to appreciate the Navy's generosity, and thought for those less fortunate than themselves.

Naturally there is a particular welcome for young men and

women who may be considering a Service career, but whatever the results in that direction, few would doubt the value of getting together to demonstrate that the Navy's heart and mind are still in the right places.

Every year about two dozen ships, from small minesweepers and submarines to frigates, des-

"... And that's our ship's Wasp helicopter." OS Stevenson leads a conducted tour of Sea Cadets from T.S. Andromeda, visiting his ship at Grimsby.



FREE DANCE

Grimsby's welcome included a dance at Tiffany's Club, where entrance was free to men in uniform. Against a huge "Meet the Navy" poster are pictured RO2 Craig and JRO Simmonds.

Young and old



This is not an example of "the politician's kiss for the baby" but a genuine reflection of Jack's love for children — especially those in hospital.



"You're never too old for a bit of fun with a sailor," is obviously the motto of Mrs. Sampson, enjoying herself at a lunch given for Grimsby pensioners by the TAS mess of H.M.S. Andromeda.

Navy

Navy News
after a
date for a
with the



A smart young "Royal" already. RO1 Simmons explains the intricacies of bridge communications to a member of the Lincoln Royal Marines Cadet Corps

troysers, and occasionally the larger units, are allocated to the "Meet the Navy" programme, and in each case a port will be visited for five or six days.

The pattern is very much the same. The visiting ship noses gracefully in, with smart rosy-cheeked sailors lining the deck, and sending every old dear dew-eyed to reach for a hankie.

The party's on.

But the chink of V.I.P. cocktail glasses is but a small part of the carefully-laid plans, which will

involve almost everyone on board in a round of hard work.

"Professional" callers, who have to study all sorts of career possibilities, may find themselves in a "forum," when young sailors and officers will speak for a few minutes about their jobs.

Views can be refreshingly frank. One young man made the startling announcement, "I'm getting out," but he went on to explain that his decision was due to exceptional domestic difficulties, and that he had enjoyed his time in the Service.

However, whether Jack is standing before an audience, or cornered by a lad who wants to know "what's it really like, mate?" the answer is unlikely to be wrapped up.

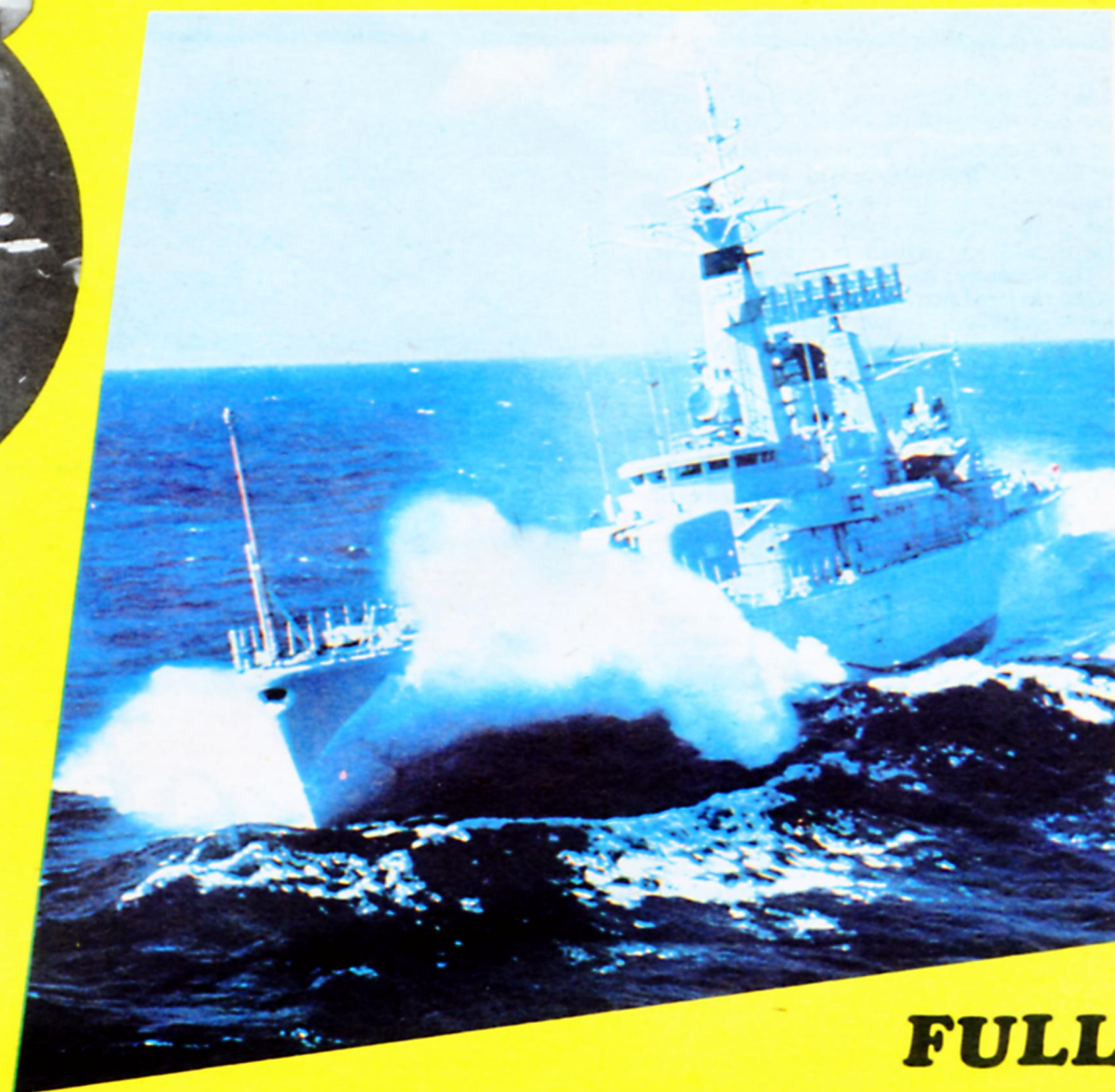
Despite the hard work of a ship's visit, the sailors' natural exuberance, coupled with local hospitality, usually manage to work in a spot of amusement.

There are tours of coal mines, fish markets, places of interest (including breweries, of course!), a dance or two to meet the dollys, and sporting events both serious and comic.

And when it is all over? There will be Sea Cadets with a

renewed pride in their uniform, veterans who can loyally back "a fine bunch of lads," boys treasuring posters and Navy buttons, and a few girls with romantic sighs.

If there is a recruit . . . well that is what it was all about, but among the hundreds of hosts on board, and the thousands of guests ashore, will linger a sense of gain even more important than that.



FULL SPEED AHEAD FOR GRIMSBY!

After "taking it green" on operational patrol, H.M.S. Andromeda (above) escaped from rough seas into the calm of Grimsby, to spend six days on a "Meet the Navy" visit. Fifteen schools were among the organized parties received, and no fewer than 2,000 people were welcomed on board during open days.

welcome Jack...



Two of them at least were taking sport seriously when Lieut. Chris Pott was scrambling for the ball during a hockey match against the Lincolnshire Constabulary Ladies Team. This battle of the sexes was won 5-0 by the ship's team.



Captain A. F. R. Weir and members of his ship's company watch filleting operations at the fish docks, where the sailors were "renewing acquaintance" after their spell of duty off Iceland.

Bulawayo's strange history

When the Fleet was dressed overall to mark the birth of Prince Charles, the future Prince of Wales, the signalman in H.M.S. Bulawayo had to go to the flag-lockers in the forward hold, where the paintwork was still scratched with the names of British prisoners-of-war.

The Bulawayo had indeed a strange history — the first and perhaps the last of its name in the Royal Navy — but the "mother" in a way of the modern Royal Fleet Auxiliaries which form so important a part today in naval operations.

Author Geoffrey Jones, who himself served in the ship, has pieced together its story in *Under Three Flags*, published by William Kimber Ltd. (price £3.50).

H.M.S. Bulawayo, nearly 600 feet long, resembling a modern tanker, and with a displacement of 22,500 tons (full load), began life with the German Navy as the Nordmark — sister ship of the Altmark of H.M.S. Cossack fame.

At the outbreak of war, these and two similar vessels were allocated as supply ships to ocean commerce raiders and submarines, operating without bases, and often getting stores from carefully planned "neutral" sources.

Much of the book is familiar reading, recounting the exploits of the Admiral Scheer, Tirpitz, Graf Spee, and others — though written from the view-point of the supply ship.

At the end of the war, the Nordmark was allocated to the British, being escorted to Rosyth by H.M. ships Diadem and Oribo.

The German vessel, which had frequently masqueraded as the American ships Pixie and Prairie, was now to serve under the White Ensign, in order that her new masters could gain expertise on replenishment at sea.

While the Royal Navy was still using heavy bronze hoses for refuelling, the Germans had already developed lighter rubber pipes, and throughout the war — and especially in the Pacific in 1944-45 — our replenishment standards were far below the requirements of the time.



H.M.S. Bulawayo preparing to refuel the Royal Navy's last battleship, H.M.S. Vanguard.

NEW BOOKS

'Mum' of R.F.A.s

Now the Admiralty had the chance to make a short cut by using the Nordmark.

Appointed in command was Captain K. A. Short, who was to draft a Replenishment at Sea manual for use throughout the Navy. He successfully applied to have the ship's name changed, and as a South African had a leaning towards the Commonwealth. So Bulawayo it became.

Unlike the Royal Fleet Auxiliaries, the Bulawayo was manned by naval ratings, and the ship went on to perfect replenishment routines which surpassed anything which had been achieved before.

Eventually, she paid off into Reserve in 1950, and five years later was broken up, leaving only one memorial to her name and curious history — the Bulawayo Cup. This is in fact two rose bowls, one of which is held at the R.N. Trophy Store, Portsmouth, and the other competed for in the Fleet.

A 'Royal' complainant

How an ex gaol-bird's "complaints racket" produced results in the last war among both friend and foe is lucidly described in *The Awkward Marine* (George Mann Ltd., £2.50), by James Spenser.

The difficult customer complained his way through a spell with the Royal Marine Labour Corps at Scapa Flow before joining a Commando and coming to know the horrors of Dieppe, where he was wounded and taken prisoner.

As a POW he cunningly resisted blandishments to turn traitor and proceeded to exercise his considerable potential for making legitimate complaints against grim conditions, before making an escape.

The book was first published in 1948.

SUSPENDED

Screams aboard H.M.S. Bulawayo one morning in 1949 set nerves tingling as many were startled from their sleep.

The cries came from the quartermaster. As he jumped out for the morning watch, his ring caught on the hammock hook on the bulkhead, and was left suspended by his finger with his feet just clear of the deck.

DOES PLASTIC MAKE PERFECT?

So many wrong impressions exist about plastic boats that it is refreshing to have the opportunity to read some no-nonsense comments.

Hugo Du Plessis, in the second edition of his *Fibreglass Boats* (Adlard Coles Ltd., price £5), spells out that there is no such thing as a "maintenance-free" boat, that fibre-glass does require careful attention, and that it can quickly become scruffy unless painted.

He does not always agree with other experts, but he has produced a "bible" on how to fit out, maintain, and repair fibreglass craft.

The book is very definitely recommended reading for the "tupperware" brigade.

Winning ways

Start to Win by Eric Twine starts with the advantage of coming from an acknowledged dinghy sailing expert, who has also a previous book to his credit.

This one, published by Adlard Coles Ltd. (price £3.50), sets out to explain why some helmsmen are always out in front, and others the tail-end Charlies.

He writes clearly and concisely, but his work is

especially noteworthy for the numerous photographic sequences, which add much to the understanding and enjoyment of his book.

French ports

All wanderers amid the delights of the little ports on the other side of the Channel must be aware of E. Delmar Morgan's writings, the only irritation being when local conditions have changed from the printed word.

There is the opportunity now to get the latest information with his *Normandy Harbours and Pilotage* (revised edition), published by Adlard Coles at £5.

The places he describes from the yachtsman's point of view can be tricky to enter, but many a sailing family has gained welcome reassurance from the excellent pictures and advice.

For devotions

To Me God is Real, by Commander Gordon C. Steele, V.C., R.N., is published by Arthur H. Stockwell Ltd. (price £1.50).

The book has been devised for devotional purposes, taking one essay at a time, and is intended "for ordinary people who have not much time to devote to the subject."



UNDER THREE FLAGS

GEOFFREY JONES

IN BRIEF

WARSHIP PROFILES, numbers 36, 37, and 38, describe the United States Navy monitors of the Civil War, the German battleship Konig, and the Royal Navy's Abdiel class fast minelayers of the Second World War.

Each of these Profiles, which cost 60p, includes a splendid double spread in colour. The series has been highly praised. Publishers: Profile Publications Ltd., Windsor.

*

ROYAL MARINE COMMANDO 7 EXERCISES, a paperback by Simon Cook and Tony Toms, and published by Sphere Books Ltd., offers "perfect fitness for men and women in 12 minutes a day."

The authors are Royal Marines physical training instructors. *

For chess fans there is **HOW TO WIN IN THE CHESS ENDINGS**, (Kaye & Ward, Ltd., £1.75), which has no fewer than 171 diagrams. Author is I. A. Horowitz.

Ian Allan Ltd., regret that publication of the new monthly magazine **BATTLE** has been delayed until mid-March, due to current industrial difficulties.

Centenarian in Plymouth

A visit by one of H.M. ships to Harwich or Shotley Gate means playing host to hundreds of young trainees from H.M.S. Ganges.

The Rothesay-class frigate H.M.S. Plymouth welcomed aboard her fair share of the Navy's newest recruits — plus a V.I.P. visitor with a difference, Mr. James Chapman, who is 102!

In all his years, Mr. Chapman had never been on board a warship and he was pleased to accept the Plymouth's invitation — "as part of a routine where he is having a go at everything he has always wanted to do," reports the ship's P.R.O.

IN HELICOPTER

Mr. Chapman travelled in the ship's boat to the Plymouth at anchor, and met the commanding officer (Cdr. M. J. F. Rawlinson) on the quarterdeck.

During a conducted tour of the ship he took a great interest in everything, from the operations room to the bridge, and even clambered into the ship's Wasp helicopter, before lunching with the captain in his cabin.

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With paying-off pennant flying, H.M.S. Bronington steams under the Forth railway bridge — and it's farewell to Scotland.
Photo: L/A S. Forrester

Lively trip to Gib.

A lively trip from Scotland to Gibraltar marked the end of an exciting commission for H.M.S. Bronington. She sailed from Port Edgar for Gib to start refit after eight years based in Scotland.

Festivities to mark the break in a long Scottish tradition included a Farewell to Scotland cocktail party, with guests welcomed by pipers. Another event before the ship's departure was the spending of a day at sea by a party of Royal Scots Dragoon Guards.

On the passage to Gib there were gales in the Channel, worse ones in the Bay of Biscay and a Force 10 off the Portuguese coast, which led to the ship making an unscheduled fuelling stop at Lisbon because of the possibility that the passage was becoming so slow that the ship might run out of fuel before reaching Gib.

The rest of the commission had not been exactly dull either. It included rescuing

the crew of a blazing Dutch coaster, hunting and destroying old live German mines, patrol duties, guardship to an ocean yacht race, two enjoyable visits to Denmark and a generous slice of exercises and weapon training.

Ship's company members were looking forward to a short spell in the Gibraltar sunshine before flying home, leaving the ship in dockyard hands.

Pedalling for charity

An appeal by the Lord Mayor of Portsmouth for entrants in a sponsored cycle race was given considerable support by the Royal Navy. Among the competitors was the Commodore of the Royal Naval Barracks, who rode a tandem — with his wife providing half the pedal power!

Commodore J. S. C. Lea and Mrs. Lea presented the Lord Mayor (Mr. J. P. N. Brogden) with a cheque for £130, which will help to provide personal contact call systems.

Another welcome cheque, for £180, came from seven ratings from H.M.S. Collingwood. They rode "Red Devils" — heavy Service bikes — around the 12-mile course.

Six Sea Cadets from Blackburn spent a week aboard their unit's "namesake" ship, H.M.S. Mohawk, during exercises in the Portland area. When the frigate paid an official call to Tromsø, the commanding officer (Cdr. B. N. Wilson) laid a wreath on the British War Memorial.

H.M.S. Eastbourne embarked members of H.M.S. Dryad's Advanced Navigation Course for two weeks' intensive training, during which the ship made a complete circumnavigation of the British mainland. The Eastbourne later enjoyed the warm hospitality of Sunderland, where ships' teams played several sports fixtures.

The crews of Royal Navy helicopters at Culdrose have been honoured with the Danish Blue Ribbon award for the rescue in a hurricane of members of the crew of a Danish ship. In yet another major sea drama, the Culdrose choppers saved the lives of 28 people when a Panamanian ship was abandoned in a storm off the Lizard.

ON DISPLAY

Volunteers are required for the R.N. display team (window ladder, cutlass swinging and ceremonial guard), which will perform at shows throughout the country from mid-March until late November. Contact Sub-Lieut. M. B. Elesmore, the team's divisional officer, at H.M.S. Vernon, Portsmouth.

H.M.S. Onyx has been slightly ousted from its "rare honour" of being commissioned at H.M.S. Dolphin (January issue). A note from H.M.S. Odin points out that she was recommissioned there on May 15, 1972. Now "down under," the Odin's kangaroos on her fin have been replaced by two rather aggressive "British bulldogs," to dispel any doubts about the boat's nationality.

A week's stay at East London and a brief call at Simonstown rounded off a memorable nine-month eastern deployment for H.M.S. Dido, which was scheduled to return to Portsmouth on March 5. During the time away, 10,000 visitors were shown around the ship, which also entertained hundreds of underprivileged children.

A new stage is the development of H.M.S. Gannet, the naval air station at Prestwick, was reached when separate CPO and PO messes were organized with due ceremony.

(Y)ARROW'S BIG DAY

Within days of the launch of H.M.S. Arrow at Glasgow, the Navy confirmed that the builders — Yarrow & Co., Ltd. — had received an order for the first of the Type 22 frigates.

The Arrow was sent down the slips by Lady Raper, wife of the Director General Ships, Vice-Admiral Sir George Raper. Others attending included the Controller, Admiral Sir Anthony Griffin, and the Flag Officer Scotland and Northern Ireland, Rear-Admiral M. N. Lucey.

Two officers with a personal interest in the ship were also present — Lieut.-Cdr. R. A. Amey, who served in the previous Arrow and is now on the Directorate of Naval Foreign and Commonwealth Training, and Cdr. N. J. Barker, Assistant Commodore Superintendent Contract Built Ships, who was christened in the old Arrow.

The new ship, which is the fifth of the Royal Navy's Type 21 Vosper-Thornycroft designed frigates, got off to a lively start. The sun chose to appear for the occasion; Lady Raper was splashed by the ceremonial wine, and the tidal wave thrown up soaked spectators at the river's edge.

As H.M.S. Tiger entered Grand Harbour, Malta, lightning struck the mast — fortunately without causing serious damage. Said a senior officer: "We asked for shore power, but did not expect it all at once!"

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AS YOU CAN SEE, IT'S VERBODE TO DRINK!



Notices are there to be ignored - that seems the moral of this happy picture, taken when members of the ship's company of H.M.S. Fife, visiting Port Elizabeth, had their first taste of South African beer when given a guided tour of a local brewery.

Seen with their drinks in the passageway above the brewery room are CK P. Tait, LREM P. Blackley, REM A. Critchwell, AB A. Gillard, AB A. Gale, LOEM P. Lindsey and PO D. Seaward.

Another sailor who visited the brewery had special reason for a drink - MEM Bill Carey was celebrating his 22nd birthday.

Sailors from the frigates Ariadne and Argonaut were visiting the brewery later.

On board the Fife during the visit to Port Elizabeth was the Flag Officer Second Flotilla (Rear-Admiral R. P. Clayton).

It was reported from the Fife that the crossing the line ceremony on the way south started with Rear-Admiral Clayton and Capt. D. J. Hallifax (commanding officer) and then "degenerated as usual."

IN MEMORIAM

D. J. Honey, PO, D052063, H.M.S. Raleigh, January 12.
N. K. Race, RO2(G), D117088, H.M.S. Jupiter, January 23.
J. B. Tawes, PO, J652966, H.M.S. Ashanti, February 5.
K. Rogers, ORD, D136002, H.M.S. Ashanti, February 5.

Shipmate J. W. Jones, Treasurer, Llangollen Branch, R.N.A. February 1.
Shipmate B. A. Bennett, Former chairman, Purley Branch, R.N.A. February.

Norfolk Exocet

H.M.S. Norfolk, the first British warship to be fitted with the French surface - to - surface missile Exocet, berthed alongside H.M.S. Belfast in the Pool of London on February 9, for a four-day visit.

The new missile system was of particular interest to one of the official guests - the French Naval Attaché, Admiral Flohic.

Other guests included the Lord Mayor of London, Ald. Sir Hugh Wontner, and the Governor of the Tower of London. The Russian Naval Attaché visited the ship while she was open to the public.

The Norfolk's visit to London also gave the ship's company an opportunity to entertain many senior members, both civic and military, of the County of Norfolk.

On Sunday, February 18, the Norfolk was open to the public at Middlesbrough. In three hours she welcomed nearly 6,000 people on board.

Admiral Sir Michael Pollock, who this month relinquishes the appointment of First Sea Lord, was promoted Admiral of the Fleet on March 1.

Admiral Pollock's naval career began in 1930 and during the war he served in H.M.S. Norfolk, taking part in the sinking of the Scharnhorst.

Later appointments included Director of Surface Weapons, command of H.M.S. Ark Royal, Assistant Chief of Naval Staff and Flag Officer Second-in-Command Home Fleet.

He became Flag Officer Submarines in 1967 during the period of expansion following the introduction of the Polaris force, and was Controller of the Navy before taking up the post of Chief of Naval Staff and First Sea Lord in 1971.

Rear-Admiral F. W. Hearn is to be Assistant Chief of Personnel and Logistics in July. He also became Chief Naval Supply and Secretariat Officer from February.

As a commodore, Rear-Admiral Hearn commanded H.M.S. Centurion, and he is currently working in the personnel field in the Second Sea Lord's department.

DENTAL HEAD

Surgeon Captain A. E. Cadman is to be promoted surgeon rear-admiral and to be Director of Naval Dental Services on August 16.

Surg. Capt. Cadman's service has included appointments with the Fleet Air Arm at home and in Malta and a period at sea in H.M.S. Victorious.

He became Assistant to the Director of Naval Dental Services in 1967, and since 1970 has been Command Dental Surgeon on the staff of the Flag Officer Naval Air Command at Lee-on-Solent.

Other appointments recently announced include:

Capt. D. G. Armytage, Birmingham Nov. 1974 and in command on commissioning.

Cdr. A. M. Bruce, Revenge Starboard crew May 14 and in command.

Cdr. T. Goetz, Lowestoft Sept. 3 and in command.

Cdr. M. D. Sizeland, Churchill August 6 and in command.

Lieut. Cdr. I. Lachlan, Penelope April 18 and in command (Granted acting rank of commander).

Lieut. Cdr. M. A. Pitt, Shavington July 9 and in command.

Lieut. T. R. Woolley, Lochinvar May 14 and in command.

Lieut. I. B. Hughes, Nurnton and in command, April 2.

Achilles at Gib

H.M.S. Achilles was host ship at Gibraltar for two visiting Iranian frigates. Her commanding officer, Cdr. J. B. Kerr, renewed acquaintance with Cdr. S. Chafik, a nephew of the Shah of Iran. Cdr. Chafik, now commanding one of the Iranian ships, was an officer cadet at Dartmouth when Cdr. Kerr was an instructor there.

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DIARY PAGE

The Supermarine Seagull was exhibited at the R.A.F. Display at Hendon in 1922 and the first production aircraft went into service in 1923. The three-seat spotter-reconnaissance amphibian was developed over the years and the Seagull V which appeared in 1933 eventually became the Walrus.



The remains of the Seagull fuselage were accepted on behalf of the Fleet Air Arm Museum by its development director, Cdr. D. C. B. White, seen here talking to Mrs. Lilian Jeffries-Hughes, whose late husband acquired the "shed" from H.M.S. Daedalus in 1934.

It's funny how an item regarded by one person as being of little value can be seen by another as a veritable treasure.

The unusual wooden "hut" which for 40 years stood in the garden of a terraced house at Fareham, Hants, was a good example. It was looked upon by its owners merely as a make-shift garden shed. Children played in it on occasions and it was a handy place in which to shelter from the rain or sun.

Despite a few holes here and there in its decaying timbers, it was still serving as a wood store when it was "spotted" by someone with an interest in the preservation of historic aircraft.

Immediately the structure took on a new significance and Mrs. Lilian Jeffries-Hughes' "shed" turned out to be the upturned bow section of a Supermarine Seagull amphibian, the predecessor of the famous Walrus.

SLED-SWOP CEREMONY

When Mrs. Jeffries-Hughes discovered she was the owner of a rare piece of Fleet Air Arm history she kindly agreed to donate it to the Fleet Air Arm Museum at Yeovilton.

In return, she was presented with a new garden shed, which was erected by the junior ratings from H.M.S. Daedalus when they came to take away the eight-foot high section of fuselage.

Preliminary restoration work on the Seagull bow was carried out at Lee-on-Solent before the long-lost "treasure" joined other relics of naval aviation at Yeovilton.

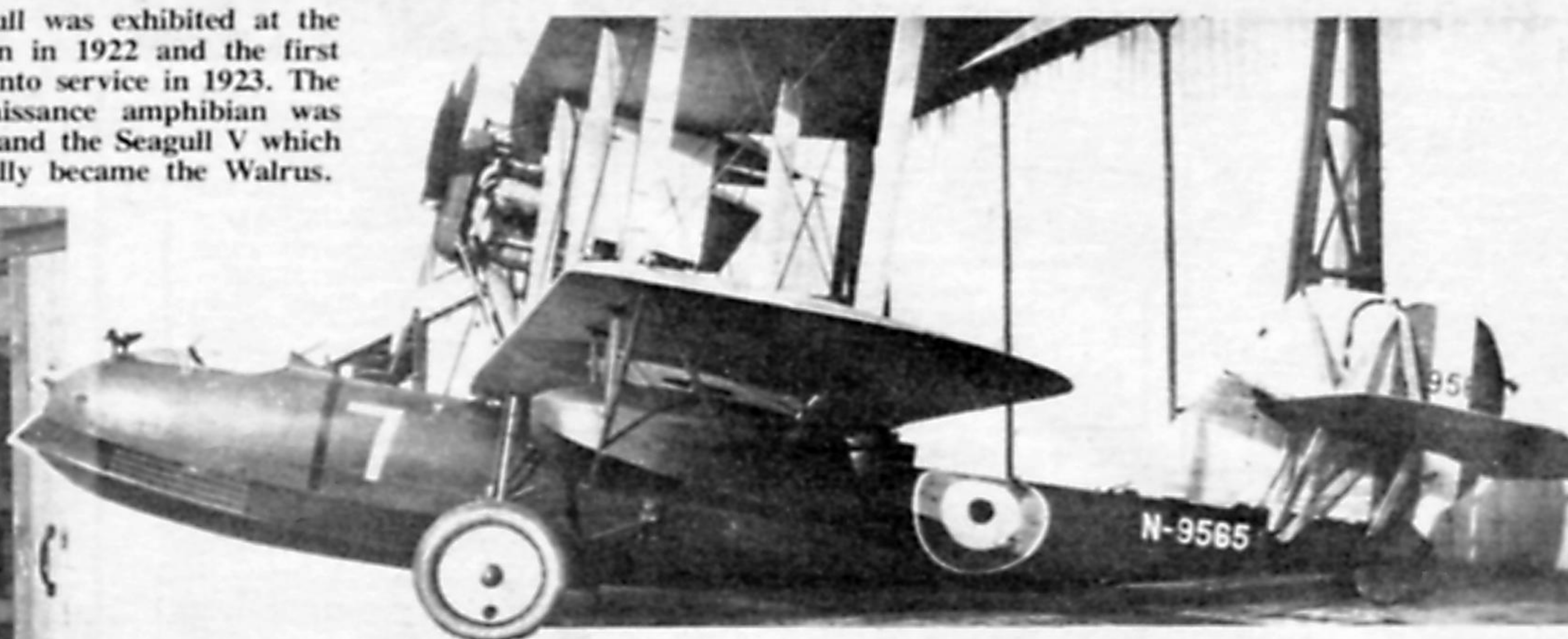
HAPPY LANDING

A team from the sick bay at R.N. air station Culdrose were at the ready when Lieut.-Cdr. Alan "Smokey" Nelson flew in at the end of his last mission, a routine training flight with a student observer from the R.N. Observer School.

Members of the reception party obviously thought that after 35 years as a sea-going aviator, Smokey would need a helping hand. Ready with drip feed sustenance (it looks suspiciously like a drop of the hard stuff!) and a wheelchair were Surg. Cdr. M. J. Boyle and Sister Myra Lloyd Jones.

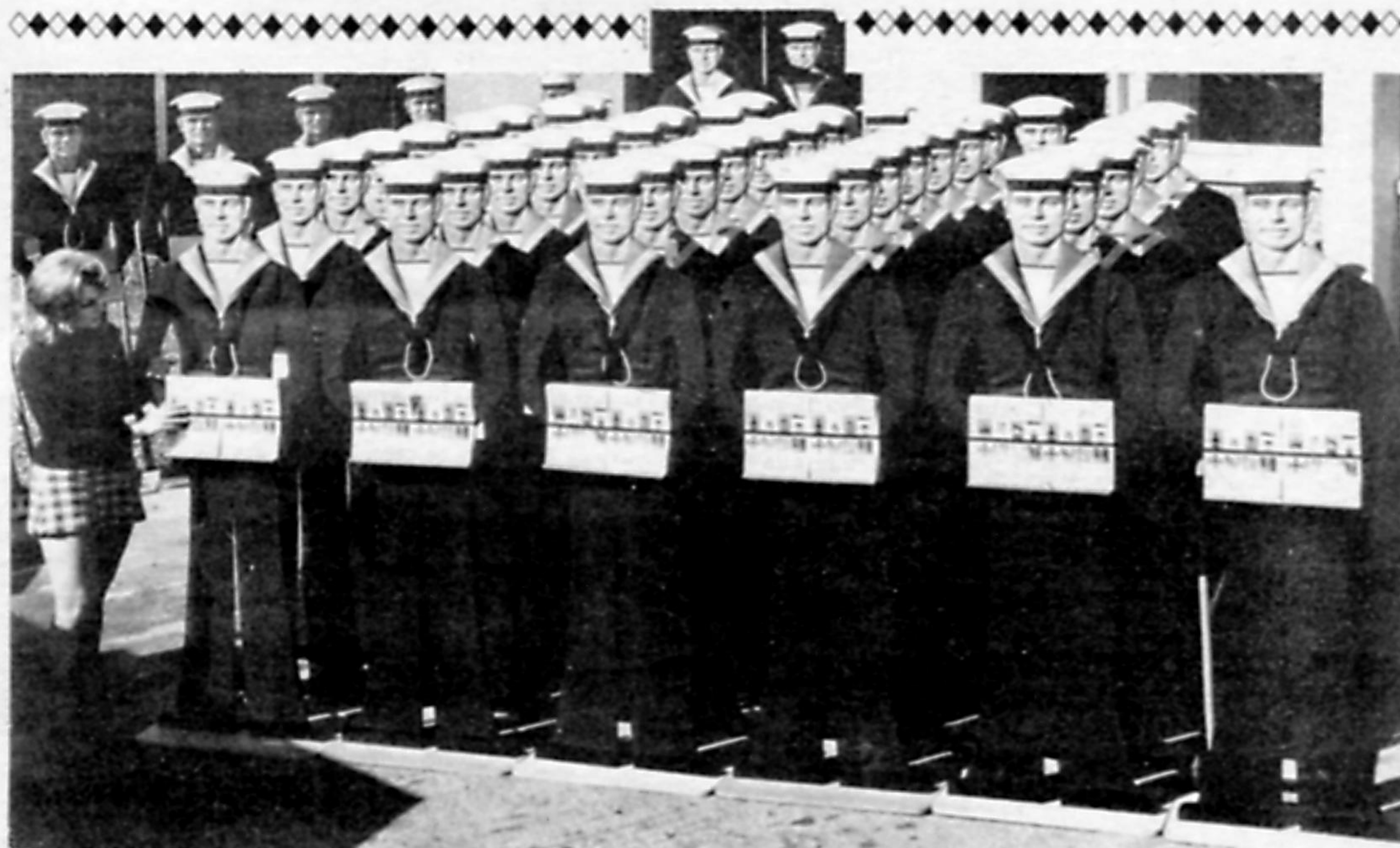
Also there were some of Smokey's friends from the Observer School and 750 Squadron, and his last student, 21-year-old Midshipman Paul Crudginton (far right in the picture below).

Smokey (54), who joined the Navy in 1936 and started flying training with the Fleet Air Arm three years later, leaves the Service this month.



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ALL CUT OUT FOR THE JOB

The story of the naval wife who was presented with a life-size cut-out of her husband, to keep her company while he was away at sea, prompted Mrs. Jo Marler, of Barnet, to send us this picture (above).

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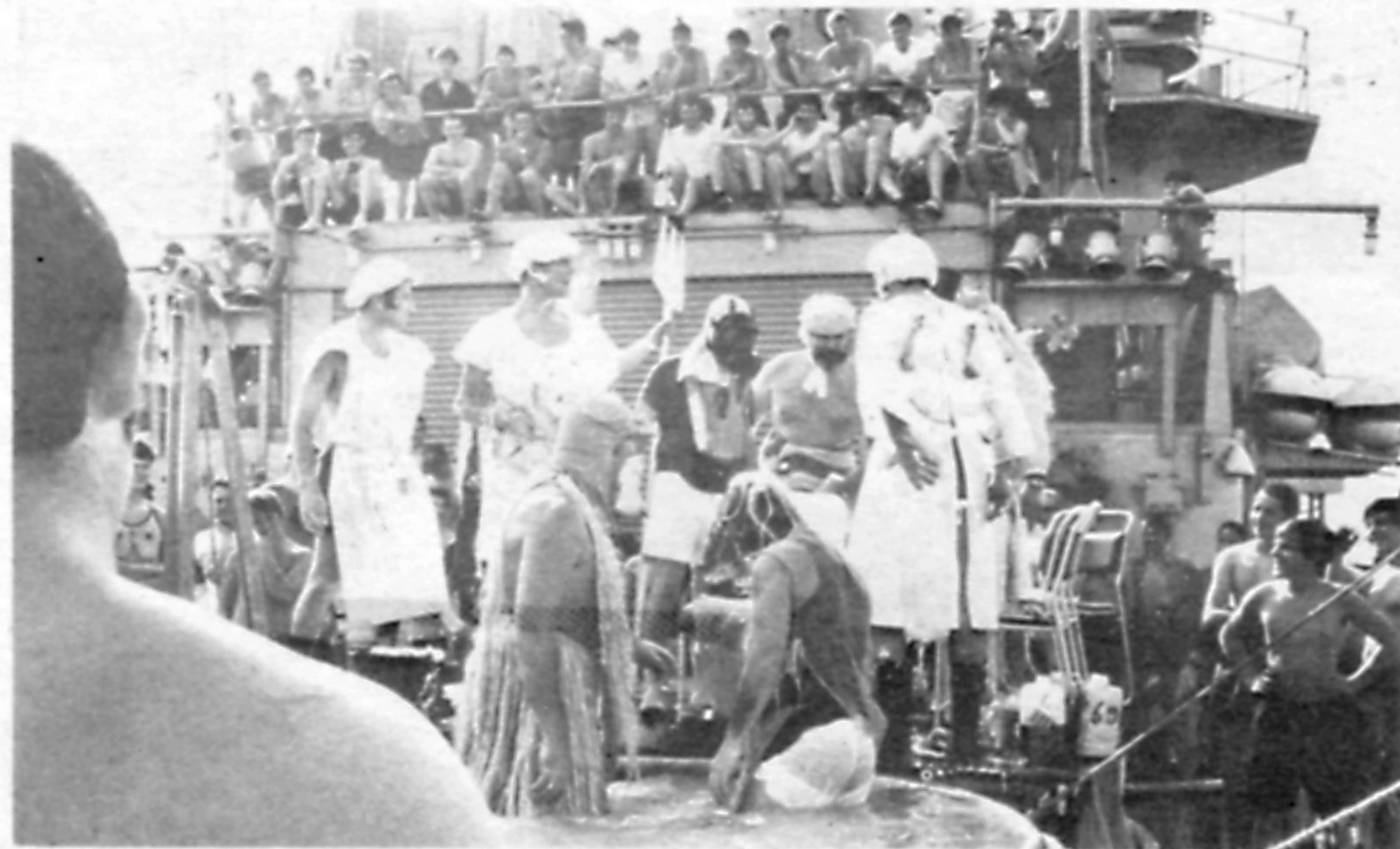
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by TUGG

Argonaut crosses the line in style!



H.M.S. Argonaut, which left Devonport in January for a nine-month Group deployment to the Far East, celebrated in traditional style when she entered the Southern Hemisphere.

The court of King Neptune (CRE Tony Farrell) convened on the flight deck and first to be initiated was the commanding officer, Cdr. C. W. C. Swinley, who was tried and found guilty of "Separating his ship's company from their home life and oggies for nine months."

All officers were initiated (although most had crossed the line before), having been found guilty on a variety of charges including, in the case of the first lieutenant, "Tethering his polo pony in the mortar well."

The court's attention then turned to the remainder of the

ship's company and few people managed to avoid the policemen (CMEM Fred Lay, COEL Paul Kirkham and LREG John Finlay). In fact, there was such a rush to join in the fun that at least 200 made, or renewed, their acquaintance with King Neptune!

Other members of the court were: REMN1 Roy Withers (Queen); AB Jerry Potts and CCOEA John Aspel (the barber and his assistant); PO John Freeman (doctor); MAA Erol Pinney (judge); AB Archie McDonald (clerk of the court); PO John Battling, CMEA(P) Pat Pattinson, LS Alfie Newman and CPOCA Dutchy Holland (bears).

FIRST VISIT

After crossing the line the Group rapidly steamed South and while H.M.S. Scylla, H.M.S. Londonderry and R.F.A. Olva were detached to visit Simonstown, H.M. ship Fife, Argonaut and Ariadne and R.F.A. Lyness

Above: Lieut. Chris Yorke (in the mask) arrived for the initiation ceremony on board the Argonaut.

made their first major visit of the tour, to Port Elizabeth.

On arrival there, the Argonaut had steamed 6,190 nautical miles and spent 483 hours at sea since leaving Devonport.

A reception was given by the Mayor of Port Elizabeth to welcome Rear-Admiral R. P. Clayton, Flag Officer, Second Flotilla, and the commanding officers of the visiting ships.

A group of intrepid officers from the Argonaut celebrated their arrival by going on an expedition to a safari park.

After the excitement of the tour (and a rather frightening meeting with a herd of 30 elephants) the great white hunters retreated to the "jungle store" for provisioning with soda pop, and to buy a few animal skins — which they discovered was the recommended, and by far the safest, method of obtaining trophies!

Ted Heath's in town!

Picture: Evening Post, Port Elizabeth.



One member of the Argonaut ship's company hit the headlines on arrival in Port Elizabeth: "Ted Heath arrived in harbour this week hoping to find something to laugh about," reported a local paper. "No, he is not the British Prime Minister beating a hasty retreat from the crises facing him in Britain."

"He is CPO Graham Heath, avid amateur cartoonist and commonly known to his mates as 'Ted'."

CPO Heath (39), whose drawings appear regularly in Navy News, keeps a record — in cartoon form — of the ship's voyages, and has published three books of such works.

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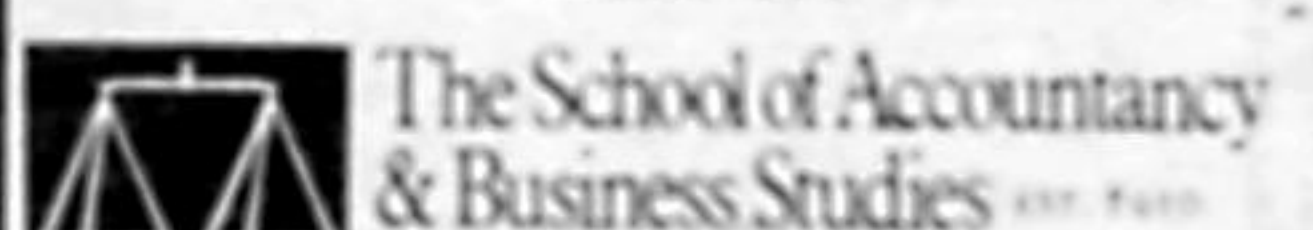
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BLOXWICH HONOURS A HERO

Bloxwich branch's grand new "home" in Elmore Green Road is named "Carless House" after AB John Carless, the Walsall V.C. who died on November 17, 1917, during a battle with the German Navy at Heligoland Bight.

A place of honour in the new headquarters has now been given to the White Ensign which was flying on H.M.S. Caledon in which AB Carless was serving when he won the Victoria Cross.

The destroyer's ensign was originally presented to Walsall by Cdr. H. S. Harrison-Wallace at the time of the unveiling of a statue of AB Carless in the town centre.

With a replica of the Carless memorial and a plaque which marked the spot on board H.M.S. Caledon where AB Carless fell, the ensign has now been loaned indefinitely by the

Walsall Council to the Bloxwich branch, R.N.A.

The Caledon ensign was unveiled by Mrs. Dora Hearsey, John Carless's sister, who is seen in the picture (right) with the branch president, Shipmate Arthur Toon (Walsall's mayor-elect) and chairman, Shipmate Ernie Kelly.

Shipmate Kelly (on the extreme right of the picture) is

Below: Shipmates Arthur Toon (president) and Sam Brotherton (secretary) admire the replica of the Carless memorial, surrounded by other members of the Bloxwich branch.

Pictures: Walsall Observer

one of the founder-members of the branch. He was on board H.M.S. Prince of Wales at the time of the historic Atlantic meeting of Winston Churchill and President Franklin Roosevelt, and later survived the sinking of the ship by Japanese aircraft.

On the evening of the unveiling ceremony the branch also welcomed its new padre, the Rev. John Freston, who joined the Royal Navy in 1944 and served as an engine room artificer in H.M.S. Belfast during the Korean War.

BRANCH NEWS



Calling all shipmates

Mr. Jack Adams (ex-SBA), of 65, Vere Road, Sheffield 6, would like to hear from former LSBA Bill Humphries, with whom he served in R.N.S.O. Shotley in the mid-Fifties. "From there he went to H.M.S. Ursa and I went to Christmas Island and lost all contact," says Mr. Adams.

The recently-formed Sea Cadet Unit at Immingham, Lincs., is named T.S. Beaver and the commanding officer, Lieut (SCG) H. C. Freear, R.N.R., 23, Lindsay Drive, Healing, Grimsby, DN37 7PA, would appreciate news from ex-Beavers concerning the First World War destroyer, built 1910/11 and sold in 1921, and of the naval base in the Humber during the Second World War.

Mr. W. E. Hanks (ex-Chief Stoker PO), of 28 Farm Ave., e, North Harrow, Middlesex HA2 7LR, is anxious to trace a fellow survivor of H.M.S. Orchis, Stoker PO Parry. He would be pleased to hear from anyone who can provide information.

JUPITER TRIBUTE

A wreath was cast into the sea by Lieut. the Prince of Wales and the ship's company observed one minute's silence when H.M.S. Jupiter passed close to the spot where the fifth Jupiter sank on February 27, 1942.

During a commemorative service on the ship's flight deck the commanding officer, Cdr. J. P. Gunning, told how the Jupiter sank after striking a mine during the battle of the Java Sea.

Bletchley

Although Bletchley is many miles from the sea, ex-matelots are still finding their way there. "It makes one think of the old story of the sailor who carried an oar," says Shipmate H. N. Fletcher. "When he was asked what he was carrying he decided that he had found the best place to live!"

The branch has agreed to take an active part in raising funds for the R.N.L.I. and the first major event in this respect is to be held on March 30.

Members were looking forward to entertaining shipmates from Enfield in February and from Hounslow in March. It is hoped that work will soon start on the branch's new clubhouse.

Bristol

The new president, Capt. F. A. Williams, R.N.R., was welcomed in grand style at a social evening attended by nearly a full company of shipmates.

On another occasion about 200 people, enjoyed a dance in H.M.S. Flying Fox. Bristol branch was represented at Bridgewater's dinner and dance by ten shipmates and wives, who were well entertained.

Members are now looking forward to April 27 when No. 4 Area holds a one-day rally in Bristol, providing an opportunity to meet and entertain shipmates from all over the South-West.

Aldeburgh

Sea Cadets from TS Engadine formed a piping party to pipe aboard the Mayor and Mayoress of Aldeburgh and the branch president, Capt. R. E. S. Wykes-Sneyd, R.N. (retd.), at the dinner and dance held in the Brudenell Hotel.

Bridport

Shipmate W. M. Perfitt, branch chairman, welcomed more than 70 members and guests to the dinner and dance at West Mead Hotel.

Grace, in the form of Nelson's Prayer before the Battle of Trafalgar, was said by Capt. R. H. Crump, R.N. (retd.), a branch vice-president, and the chairman of the Weymouth branch, Shipmate Fred Isaac, proposed the toast to the R.N.A. and the Bridport branch. Admiral Sir Gerald V. Gladstone (president) replied.

In proposing the toast to the guests, Shipmate Perfitt mentioned the help received by Bridport from the "chummy ship" branches at Weymouth, Bere, and Plymouth, which were represented at the dinner.

Toastmaster was Shipmate R. Poole. During the dance which followed the dinner there was a grand draw, and entertainment was provided by singer Margaret Cartwright.

The picture, by Chief Phot. Charles H. Thompson, of H.M.S. Heron, shows (left) Admiral Sir Gerald Gladstone and Shipmate W. M. Perfitt, with Shipmate Joe May (Plymouth) and Shipmate Fred Isaac (Weymouth).

Cheam

The Gangway Cup, awarded to the Shipmate of the Year, has gone to Shipmate Neville Horwell. This was announced at the annual meeting, when Shipmate Ron Hagger was elected chairman, with Shipmate Len Favell as secretary and Shipmate Ernie Jackson as treasurer.

The secretary reported a successful year, although the membership figure remained static.

Newton Abbot

Social events organized by the branch have included a successful pyjama party and a tramps' supper, attended by 110 members and friends.

The ladies' section took 45 children (the sons, daughters and grandchildren of branch members) to see "Cinderella" at Torquay, as a belated Christmas treat.

Rhondda

Shipmate J. R. Powell (chairman) and I. R. Cook (treasurer) have been made Life Members in appreciation of 21 years' service to the branch.

No. 4 AREA 'THANKS'

In recognition of their untiring and loyal service to No. 4 Area of the Royal Naval Association, Shipmate Joe May (Plymouth), retiring Area president, and Shipmate C. Lewis (Bristol), retiring chairman, have been made life vice-presidents.

At the Area annual meeting, held at Newton Abbot, Shipmate Fred Isaac (chairman, Weymouth branch) was elected president.

Other officers elected were: Shipmate R. Tremlett (Bristol), chairman; Shipmate R. Bastone (Bere), vice-chairman; Shipmate Mrs. Vera Bell (Weymouth), secretary; and Shipmate G. Morel (Bere), treasurer.

Purley

Standard bearers of No. 2 Area and Tunbridge Wells, and shipmates from Ashford, Dartford and Eastbourne joined Purley members at the well-attended funeral of Shipmate B. A. (Wiggy) Bennett, who had been branch chairman for at least ten years.

At the annual meeting held several weeks before Shipmate Bennett's death, it was agreed, with regret, to elect a new chairman to replace Wiggy, who at that time was in hospital after enduring a long and painful illness.

The president, Shipmate Capt. G. O. Roberts, R.N. (retd.) spoke highly of his services to the branch. Shipmate Ron Cooke, another long-serving member, was elected chairman.

The treasurer reported a healthy balance and a membership of 29 full members and 23 associates.

Tewkesbury

The annual dinner and dance was held at an ancient flour mill — now converted to a restaurant — on the banks of the River Avon.

As the mill was surrounded by flood water, with the lower floor awash, shipmates gained entry via an improvised gangway of tables. Everyone enjoyed the evening, and it is reported that none of the 66 diners ended up in the drink!

Apparently, the staff thought it highly appropriate that the Navy should be surrounded by water. They also took delight in recalling that they had just catered for a gathering of power workers — and during the dinner there had been a power cut!

Wantage

Despite the "unsocial" working hours of several members, which make it difficult to arrange meetings and social events which all can attend, the branch had a busy year.

The hon. secretary, Shipmate J. N. Thwaite, reports a membership of 23 (17 full, six Life members) and a satisfactory financial state.

Shipmate H. J. Anns was elected chairman and standard bearer, and Shipmate E. F. Smart was elected hon. treasurer.

New branches

At Irlam . . .

With the help and experience of members of the Macclesfield and Wythenshawe branches, a new branch has been inaugurated and commissioned at Irlam and Cadishead, near Manchester.

Many clubs and industries in the district have been helpful and generous in supporting the branch, which hopes soon to acquire its own standard.

Meetings are held in the assembly rooms at Irlam Conservative Club, Astley Road, on the first Thursday of each month.

"We are fortunate in having a modern ballroom at our headquarters for social functions," says the liaison officer, Shipmate Albert Bridge.

Secretary of the branch is Shipmate G. Denny, of 9, St John Street, Irlam, who would like to hear from anyone who can provide the new branch with R.N. or R.N.A. literature.

. . . and at Bridlington

The inaugural meeting of the Bridlington branch, R.N.A., is to be held on March 12 at the Black Lion Hotel, Bridlington. National Council member Don Crabtree will take the chair.

A preliminary meeting on February 5 was attended by 21 prospective members, including the Coastguards from Bridlington and Flamborough.

The prospective officers are Shipmate S. G. Siddall (chairman), Shipmate L. Straker (treasurer) and Shipmate J. M. Roberts (secretary).

Shipmate Roberts, former secretary of the Hull branch, reports: "Our prospective membership is about 30 — a small start, but we hope to progress. A warm welcome will be given to anyone who comes to the inaugural meeting."

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MORE R.N.A. NEWS

Sheffield

The branch now has a new meeting place — the West End Hotel, Glossop Road, Sheffield, where the "governor" is an ex-chief writer and gives all shipmates the V.I.P. treatment.

Shipmate Norman Kershaw (president) extends a warm welcome to all serving and ex-members of the Royal Navy, Royal Marines and W.R.N.S. who are in the Sheffield area on mess nights. The branch meets on the first Friday of the month.

Southend

Thanks to an influx of 30 new members the branch is now under way again, after laying dormant for quite a while.

The new secretary is Shipmate Norman Summerhayes, of 27, Cumberland Avenue, Southend-on-Sea, Essex. Telephone: Southend 65834.

Cwmbran

The branch chairman, Shipmate Clive Sutton, has been invited to attend the Prinz Eugen celebrations in Austria at the end of August, at the invitation of Dr. Anton Kirchtig, chairman of the Prinz Eugen comrades' association.

The R.M. Band of Britannia Royal Naval College, Dartmouth, is to take part in No. 7 Area's Trafalgar Day parade, to be held this year in Cwmbran New Town, Monmouthshire. The branch secretary would be pleased to hear from any association or affiliated body interested in participating. He can be contacted c/o The Halfway Hotel, Cwmbran.

Durban

Shipmate Connie Moodie, who served as a Wren at Rosyth during the First World War and witnessed the surrender of the Imperial German Navy to the Allies in 1918, has died in Addington Hospital.

One of the oldest members of the Durban, Port Natal branch, she was proud of her association with the Royal Navy and was a loyal supporter of the R.N.A.



Kathy and the Royals join Forces

"Force 4" is a measure of wind speed, but at H.M.S. Raleigh, Torpoint, it also has another meaning. It's the name of a folk group, comprising three members of the Royal Marines band based at Raleigh — and Third Officer Kathy Schubert-Stevens.

Kathy (25) is thought to be the first serving W.R.N.S. officer to have sung in public with an R.M. Band.

The folk group is an integral part of the concert work of the band and its members are hoping to attract more engagements, both with the band and as a separate group. Their first public concert was at Brixham in January.

Other members of the "4" are Musician Philip Dunford (23), who plays the violin; Musician Geoffrey McGarr (23), guitar; and Band Cpl. Chris Thomas (27), accordion and flute.

Kathy has no previous experience of professional singing, but she belonged to a music group at Keele University. After taking an honours degree in law and politics at Keele she gained a direct-entry commission in the W.R.N.S. and went to the R.N. College, Greenwich, in June 1971.

After basic training she was appointed to H.M.S. Raleigh as a personnel selection officer.



Lieut. R. J. P. Kempton, R.M., Director of Music of the Royal Marines Band of Flag Officer Plymouth, based at H.M.S. Raleigh, conducts the band as they accompany "Force 4" — Geoffrey McGarr, Philip Dunford, Kathy Schubert-Stevens and Chris Thomas.

Monty's second clasp

One of the few men who can boast a second clasp to the Long Service and Good Conduct Medal — representing 45 years' R.N. service — is CPOSA L. P. (Monty) Montague, seen here with Capt. B. K. Perrin, R.N.R., commanding officer of H.M.S. Sussex, the R.N.R. Division at Hove.

Born in 1910, Monty joined the Navy at H.M.S. Pembroke in November, 1928.

Enterprise photo plea

Have you any photographs of the light cruiser H.M.S. Enterprise? If so, Capt. J. R. A. Ward, DWR, of 94 Elm Hill, Warminster, Wilts, will be pleased to hear from you.

He collects warship photographs, but lost three of his collection and is anxious to replace them. The three he is seeking show the Enterprise in her white livery in Colombo on the King's birthday in 1936; the ship in dry dock in Colombo, June 1936; and one featuring the ship taking part in a searchlight display.

COMING EVENTS

The seventh annual reunion of H.M. Ships Beagle, Boadicea and Bulldog (1939-1945 crews) Association is booked for Saturday, May 4, in the Cunliffe-Owen Rooms of the Naval Club, 38 Hill Street, London W1.

Birmingham branch of the Fleet Air Arm Association is holding a dinner/dance at the Birmingham Council House on May 3, to celebrate the Golden Jubilee of the Fleet Air Arm. Further details from Mr. H. Brookfield, 20 Thelbridge Road, Longbridge, Birmingham B31 4ND.

T.S. Matabele (Rhodesia Sea Cadet Corps) plans to hold a commemorative service each year in memory of the 236 men who died when the Tribal-class destroyer H.M.S. Matabele was sunk on Russian convoy duties on January 17, 1942.

Tiger V.I.P.

One of the visitors welcomed on board H.M.S. Tiger when she called at Cape Town was Capt. May, R.N. (retd.), who was First Lieutenant of the 28,500-ton battlecruiser H.M.S. Tiger in 1924.

He now lives in Cape Town, and is seen here with the Tiger's commanding officer, Capt. M. L. Stacey.

Picture: J. R. Stanyard.



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The Long, the Short and the Tall.



The Search and Rescue Flight at H.M.S. Daedalus has just celebrated its first year of operational flying — a busy year which has seen many successful rescue missions along the Hampshire and Sussex coast.

It has been involved in more than 120 incidents, in which 43 people were lifted to safety and, in addition, four bodies have been recovered. There has been assistance to merchant ships and swimmers; eight cliff rescues; a dozen medical-casualty evacuations; and nearly 90 calls to help

small craft. All rescue missions have been for civilians.

The Daedalus SAR Flight was the first Service rescue flight formed to carry out a Department of Trade and Industry task, being on call from dawn to dusk every day of the year for emergency duties. A member of the Coastguard Service is permanently assigned for liaison duties.

The flight, which took over its responsibilities from the R.A.F. in February 1973, is equipped with three Whirlwind HAR Mark 9s, one of which is always available

at 15 minutes notice. Invariably, however, actual "scramble" time is under two minutes.

Crew consists of pilot, crewman and diver, and accurate navigation is a "must" — the destination may be a pinpoint miles out at sea or an unseen landing site miles inland, to be approached at low altitude in poor weather conditions.

When destination is located it may prove to be the heaving deck of a small ship, cluttered with masts and rigging; a playing field or lawn surrounded by trees or high buildings; perhaps a narrow beach, a ledge on a rock face or a desolate cliff top.

Recovery of survivors and casualties into the aircraft when it is unable to land is by winch. Over the sea the diver may jump into the water to assist recovery.

Keeping the aircraft ready for their task, the flight has a maintenance crew of 20 ratings — electrical, radio, airframe and engine specialists forming a vital crew of "backroom boys."

Calls for help may come from the local Coastguard, Police or from the Rescue Coordination Centre at Plymouth, which is responsible for all military involvement in SAR operations.

The flight covers the whole of the South coast from Start Point in the West to Beachy Head in the East.

During the summer many rescues in the Solent, especially those involving a tow, are carried out by privately-operated or R.N.L.I. inshore rescue craft. The SAR flight is called when speed is essential and survivors in immediate danger. In winter, however, rescue at sea is almost entirely dependent on the larger R.N.L.I. lifeboats and the helicopters.

As well as carrying out their operational role, the red and blue helicopters of the Daedalus SAR Flight have become a familiar sight demonstrating their rescue techniques at regattas, open days and fetes. In addition, more than 1,000 visitors have been received at the flight base at Lee.

Scramble... Lee's busy rescue role

Scramble: When an emergency call-out message is received, an SAR aircraft can be airborne from H.M.S. Daedalus within two minutes. There is a constant readiness alert from dawn to dusk every day of the year.



Experience has shown that fatalities are most likely to occur to lone swimmers or occupants of small boats, says Lieut John Dransfield, commanding officer of the Daedalus SAR Flight.

Occupants of larger craft are usually more aware of the risks involved and better equipped to deal with them.

Prime requisites after disaster has struck are good lifejackets and flares. With these there is every chance of a speedy rescue by the men who leap into action when the Coastguard presses the "SAR Scramble" button and the klaxon blares.



Diver drops

Each SAR helicopter carries as part of the crew an aircrewman diver, ready to drop into the sea to give help required.

Pictures by Photographic Section of H.M.S. Daedalus

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To foster interest in Naval Aviation the Royal Navy offers 85 places annually at selected civilian flying clubs which provide a course of flying training on light aircraft. The places are allocated under the following schemes:



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Full details and application forms are available from:

R.N.F.S. Liaison Officer
Department of Naval Recruiting
Old Admiralty Building
Spring Gardens
London SW1A 2BE

Lifebelt from an ill-fated German coaster is examined back at Lee by pilot Lieut George Bedford (right), crewman PO Rod Caunter (centre) and diver PO Derek Olkes.

The search in gales for the ship centred

BELT RELIC

on an area off Selsey, and the R.A.F. and Selsey lifeboat were

also involved. A number of bodies were found.





● Above: H.M. Yacht Britannia at Suva, Fiji, a bustling, tourist-filled port where she spent two days enjoying the admirable hospitality of the inhabitants.

VOYAGE TO THE SUN



Sunshine . . . exotic islands . . . warm hospitality . . . all have provided fascinating scrapbook memories for the men of the H.M.Y. Britannia during the royal tour which ends this month.

Since the Royal Yacht sailed from England at the end of October, she has been cast in the various roles of honeymoon "hotel," floating palace — and ocean tug.

The Britannia became a tug early in the six-month tour. She had taken Princess Anne and Captain Mark Phillips on their honeymoon cruise in the Caribbean and on to the Galapagos Islands.

Having landed the royal couple to start their visit to Ecuador before returning to the U.K., the Britannia visited Pitcairn, still inhabited by the descendants of the Bounty mutineers, and was leaving when the accompanying RFA Blue Rover suffered an engine-room fire.

The Britannia towed the fleet tanker to Tahiti — a tow which lasted a week, 1,200 miles, and may well be the longest on record, certainly the longest by any royal yacht.

After visits to the beautiful tropical island of Rarotonga in the Cook Islands and to the bustling, hospitable port of Suva in Fiji, the Britannia reached New Zealand for her second spell of royal duty.

With both the Queen and the Duke of Edinburgh on board at Lyttelton, New Zealand, the Britannia was joined

by the frigate H.M.S. Jupiter — in which Lieut. the Prince of Wales is a communications officer, and which was in company with RFA Tidesurge.

Among the royal party for a visit to the New Hebrides were Princess Anne and Captain Phillips and Admiral of the Fleet Earl Mountbatten of Burma.

Also on the royal itinerary, which ends with a State visit to Indonesia, were the British Solomon Islands, Papua-New Guinea, and Australia.

CAUGHT!

● "I can show you a fin or two!" Proudly displaying the one that didn't get away is POCK Collier, winner of a fishing contest off Tahiti.



AND ONE FOR LUCK!

● Lending a hand or two in the galley: Princess Anne and her husband Captain Mark Phillips share a joke with the cooks as they give the pudding a stir. With the royal couple are (left to right) Lieut.-Cdr. Graham Creedy, LCK Stoddard, CPOCK Walker and LCK Clitheroe.

BIRTHDAY BOYS

● It's the 20th birthday of the Britannia — celebrated by some of the men who have served in the Royal Yacht for the whole of that time. Left to right: CPOCK Marter, CPO Loveridge, PO Athersuch, Lieut. Connell, AB Allen, and CPO Norrell.



● En route to Fiji . . . and members of the Petty Officers' Mess have fun in the Kite Flying Contest.

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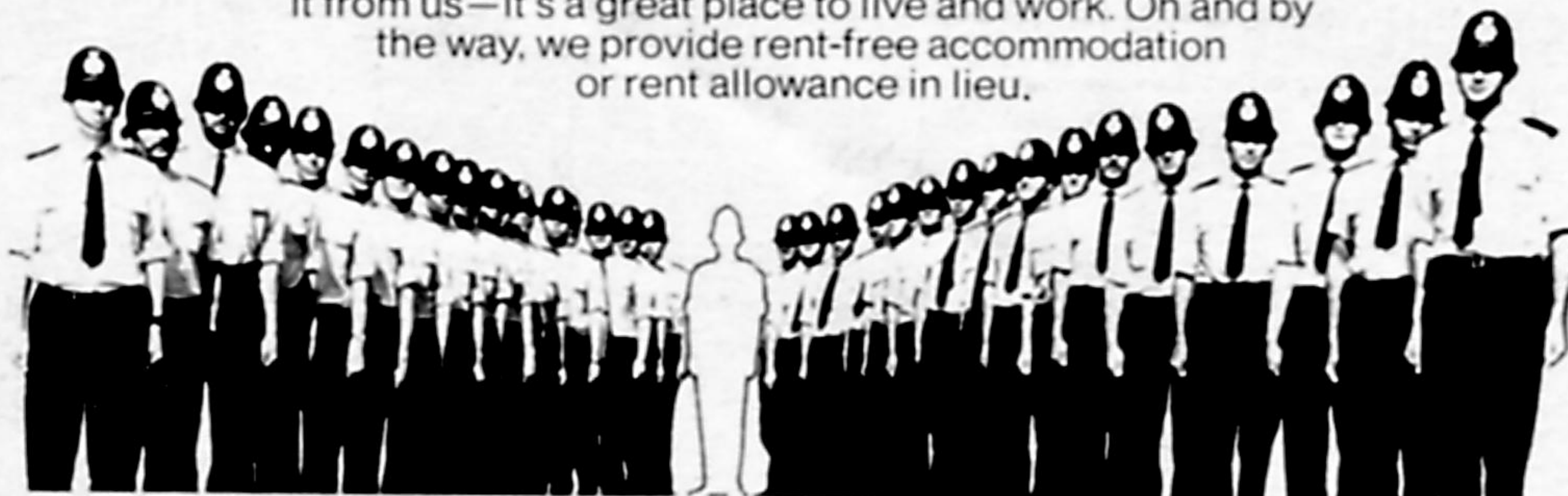
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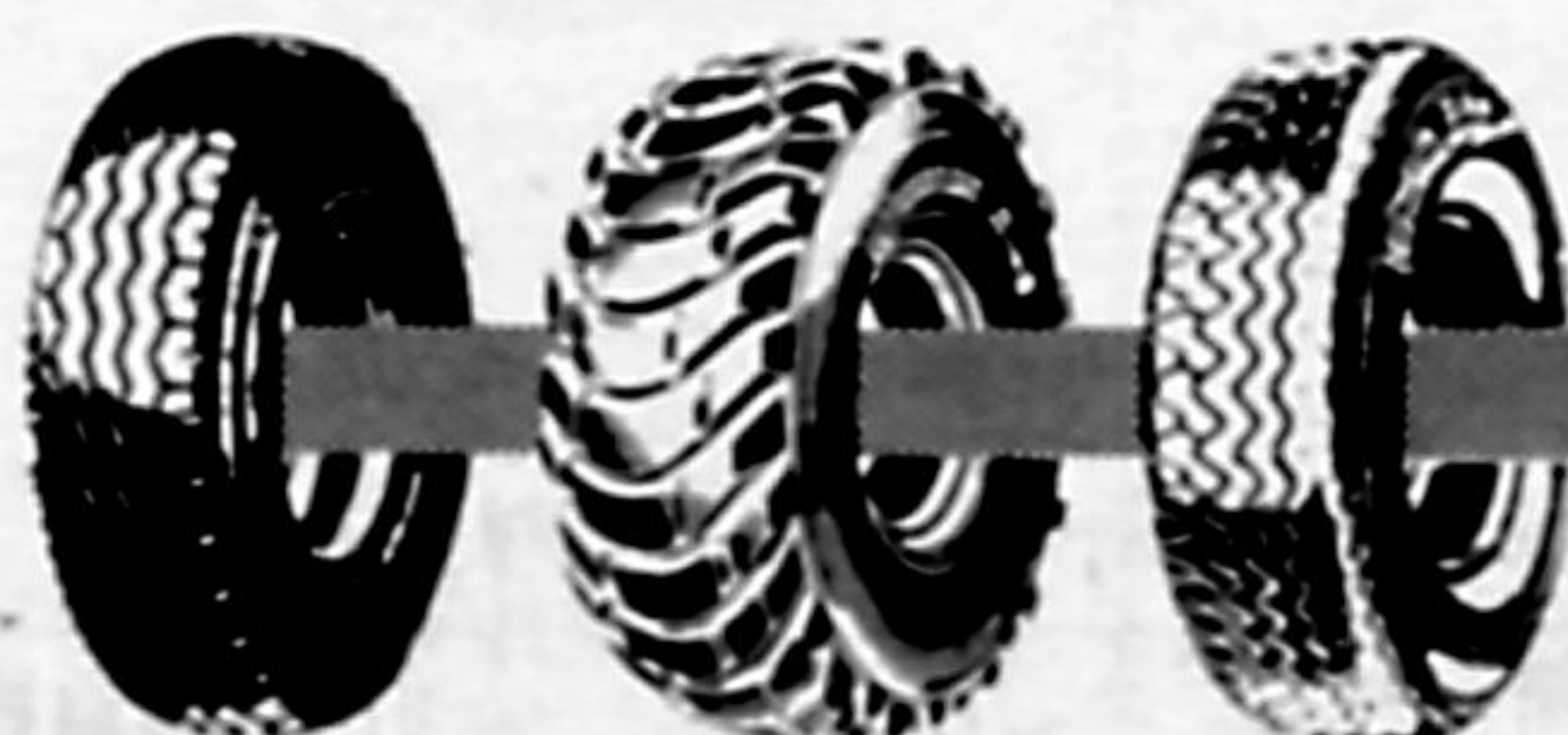
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BRITISH TRANSPORT POLICE

SPORT 1

AS THE INTER-SERVICE CLASHES START...

VICTORIES PUT HEART INTO NAVY XV



Lieut. Andy Higginson R.M.: captain with reason to be pleased about team's progress.
Pictures: Charles H. Thompson.

After a heavy defeat by Cambridge University, the Royal Navy came back with a trio of devastating victories to hit top form in time for the big match of the year against the Army at Twickenham on March 2.

They defeated Hampshire 21-6 and Oxford University 44-15 at Portsmouth and the Civil Service 27-6 at Chiswick. The team selected for Twickenham was:

Hambrook (Dundas), Phillips (Dido), Birkett, C. Davies (Excellent), English (Manadon), Jones (Defiance), W. Davies, Miller (Ark Royal), Gatehouse (Yeovilton), Ackerman (849 Squadron), Higginson (40 Cdo), Dunn (Daedalus), Connolly (Drake), Merrick, Archer. Travelling reserves: Michael (Tartar), Loveday.

The Navy's rise to form was all

RUGBY BY NIMROD

the more timely in view of the fact that the Army, their big rivals in the Inter-Services tournament, lost 4-9 to the RAF at Twickenham on February 23.

Although the Navy team which played Cambridge was an experimental XV with several newcomers, the weaknesses which had showed up occasionally in previous matches were

brutally exposed and the under-graduates won 38-3.

Navy coach Chief PTI Harry Sever had plenty to say after this humiliation and the team responded well with the victories over Hampshire and Oxford.

OEM Colin Davies came into the team at scrum-half for both these matches and played a blinder each time. He was not only adept at getting the ball away well from under the outstretched arms of the opposing scrum-half or loose forwards, but he never missed an opportunity to catch the opposition napping.

He made a number of very quick breaks from the base of the scrums, both loose and tight, and whenever the Navy was awarded a penalty Colin took a short one and started the attack before you could say "wait."

This was just the sort of thing needed against the wily Army scrum-half, Cpl Spawforth (rated "General" in rugby circles).

The team showed excellent form in beating the Civil Service on February 20. Against good individuals who had never played together before the power of the Navy pack, and the repeated

breaks by the Navy outsiders, the civil servants fought valiantly but in vain.

It was a heartening display and Andy Higginson, the team captain, Harry Sever, the coach, and Glyn Thomas, the selector, could be well pleased with the team's progress, even though some tightening of the defence was needed.

England trial

Thomas was fortunate in having players of class available for all positions, although one missing from his deliberations was the injured Bob Easson, who would have been a strong back row contender.

The Navy's Under-19 side, who have Don Ewell in work-up matches — beating Bath Youth 27-4 and narrowly losing 6-11 to the powerful Millfield School — had the usual fixture against the Army Under-19s before the senior match at Twickenham.

Navy team: Scott (Haslar), Milligan (Collingwood), Blackett (BRNC and London University), Rees (Heron), Thorburn, Robinson, Joyce, Langley (Collingwood), Higgins (HQ Cdo), Beer (Caledonia), Spray (Collingwood), French (Fisgard), Case (Tartar) capt., Jenkins (Penelope), Parker (Caledonia).

Mid. D. Vaughan, originally selected, was later named for the England Colts final trial.



ELMN(A) Paul Dunn: open side wing forward



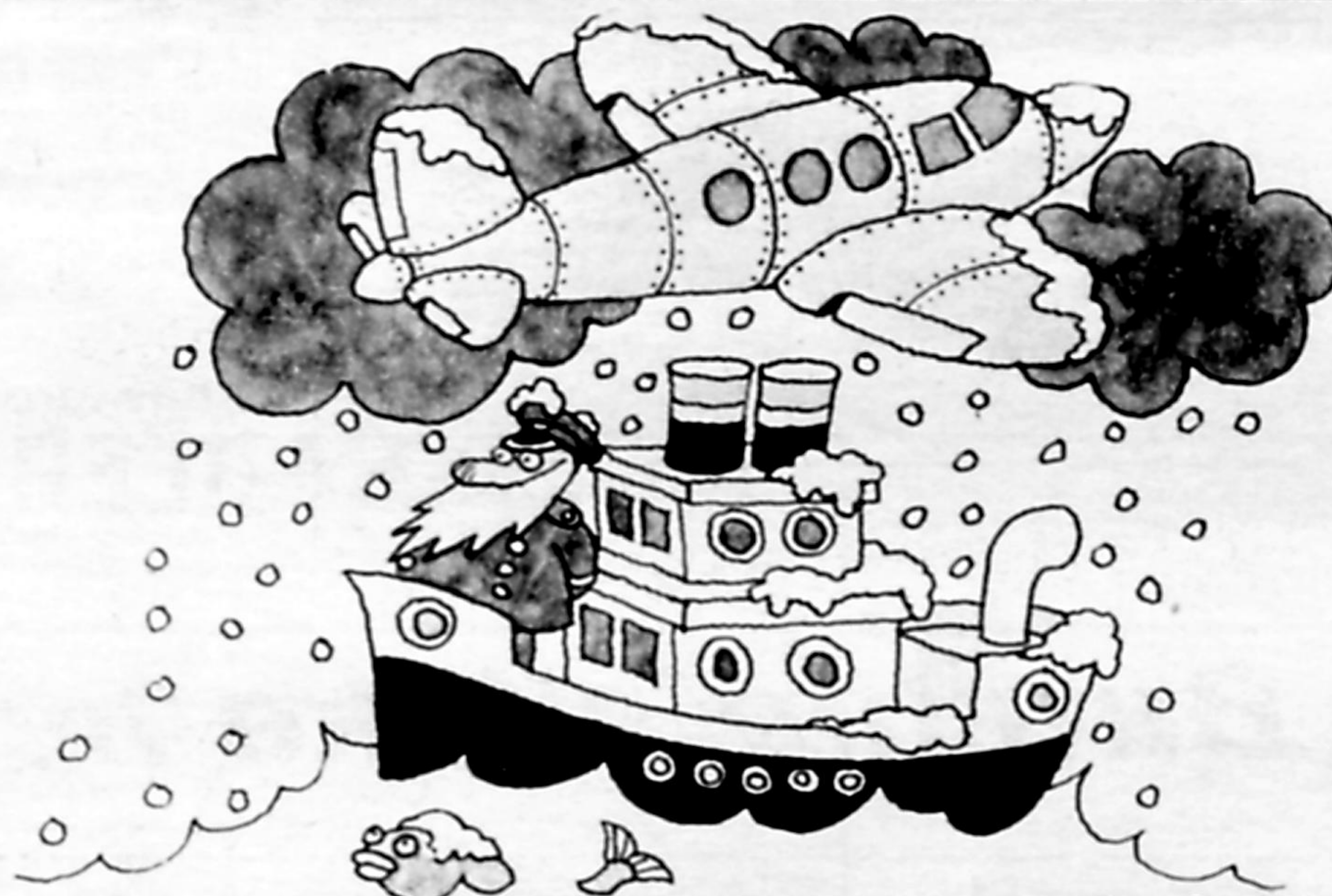
OEM Colin Davies: blinders at scrum-half.

MARCH FIXTURES

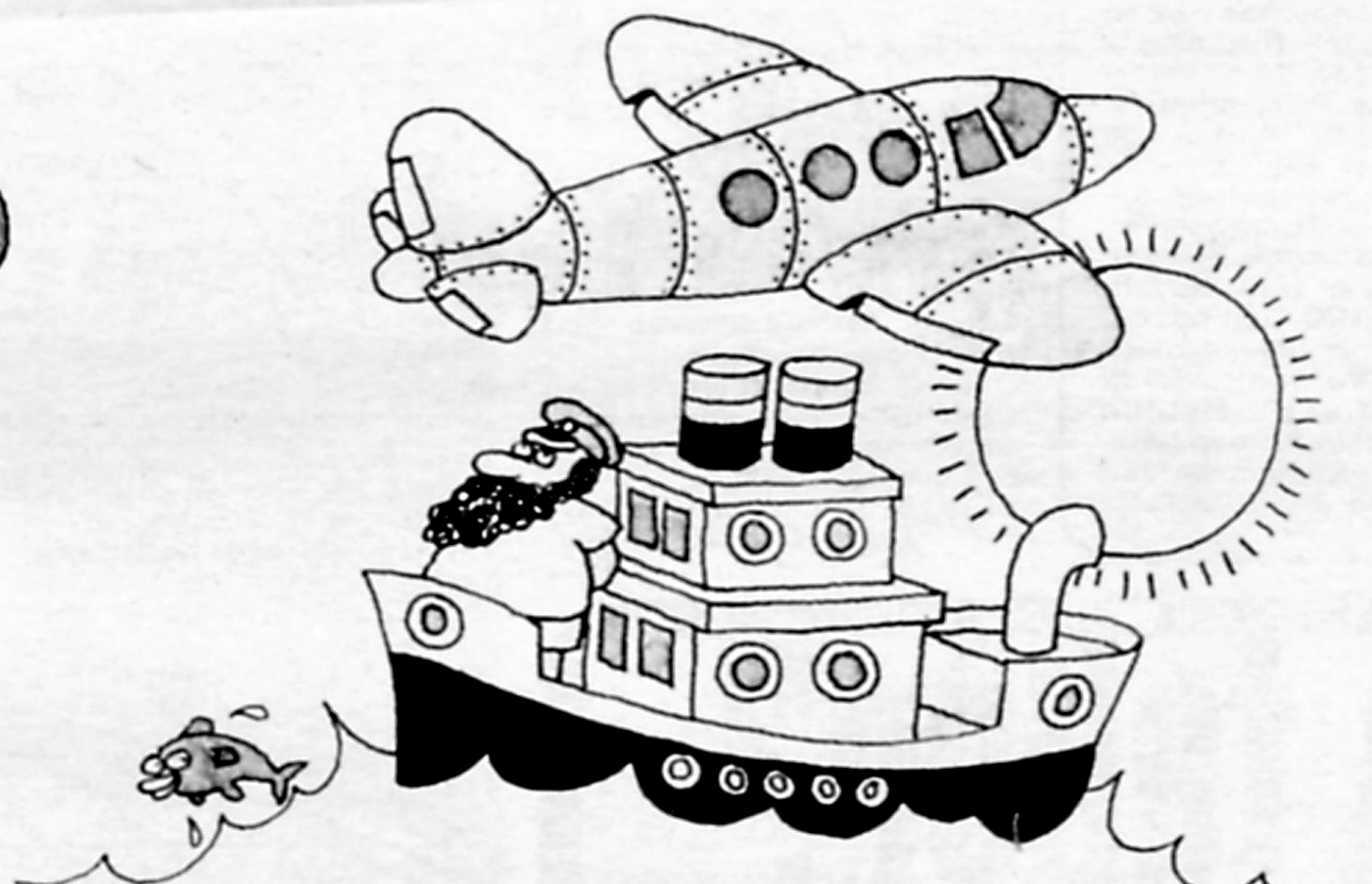
6 — Soccer: R.N. v. R.A.F. (Victory Stadium).
6-7 — Boxing: R.N. Championships and Stage 1 A.B.A. Championships (Portsmouth).
6-8 — Hockey: R.N. (W) Inter-service Championships (U.S. Ground). Skiing: R.N. Inter Command Championships (Glenshee).
8 — Cross-country: Inter-Service Championships (R.A.F. Halton).
9-10 — Water Polo: Heston Tournament.
10 — Hockey: R.N. v. Old Kingstons (Hampton Wick). R.N. (W) Combined Service v. Eastern Territories (Portsmouth).
11-12 — Badminton: Inter-Service Championships (H.M.S. Sultan).
11-13 — Sports Admin Course (H.M.S. Temeraire).
13 — Hockey: R.N. v. Maidenhead (Bray). Rugby: R.N. v. Bristol (away).

14-15 — Basketball: R.N. Seniors and Juniors Knock-out Competition finals (H.M.S. Daedalus).
15 — Soccer: R.N. Youth v. Army Youth (Aldershot).
16 — Badminton: R.N. (W) Practice match (H.M.S. Daedalus). Fencing: R.N. v. Samia (Guernsey), R.N. (W) v. Channel Islands (away). Soccer: R.N. Youth v. R.A.F. Youth (Aldershot).
17 — Badminton: R.N. (W) Practice match (H.M.S. Daedalus). Fencing: R.N. (W) v. Channel Islands (away). Hockey: R.N. v. Acrostics (Surrey).
20 — Hockey: R.N. v. Tulse Hill (Kent House, London). Soccer: R.N. v. Army (Aldershot).
20-21 — Boxing: Combined Service Championships and Stage 2 A.B.A. Championships (R.A.F. venue).
23 — Cross-country: Combined Services v. E.C.C.U. v. B.U.S.F. v. B.C.S.F. (R.A.F. Halton). Badminton

R.N. (W) Practice match (H.M.S. Daedalus). Fencing: R.N. Officers v. Army Officers (H.M.S. Temeraire). Netball: R.N. (W) v. Somerset (Taunton). Rugby: R.N. v. R.A.F. (Twickenham).
24 — Badminton: R.N. (W) Practice match (H.M.S. Daedalus). Netball: R.N. (W) v. Bristol.
28 — Boxing: Combined Services v. Western Counties and Quarter-finals A.B.A. Championships (R.A.F. Locking).
29 — Table Tennis — R.N. (W) Inter-Service Championships (Army venue).
29-30 — Water polo: R.N. v. Army v. Scotland v. Ulster (H.M.S. Caledonia).
30 — Badminton: R.N. (W) v. Civil Service (London). Netball: R.N. (W) Inter-Counties Tournament (Hertford). Table tennis: Combined Services v. Civil Service (London).



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SPORT 2

OUT TO REPEAT LAST YEAR'S SUCCESS

YOUTH SOCCER SHOW GOES ON THE ROAD!



DOUBLE FOR CORBIN

After repeatedly battling unsuccessfully into either the semi-finals or finals of the Portsmouth Navy Badminton Singles Championship, Mech 1 Keith Corbin, of H.M.S. Glamorgan, this year brought off a fine double by winning both the singles and doubles titles.

Having taken up the game seriously only six years ago, Corbin (pictured above by B. Peters) has twice partnered

BADMINTON

to win the Navy doubles title, and has been named for the navy's team for the Inter-Services Championship at H.M.S. Sultan on March 11 and 12.

Other members of the team are Andrews (Victory), Darlington (Heron), Larcombe (Ark Royal), Lee (BRNC Dartmouth), Lindsay (Pembroke), Pike (Vernon), Smith (Daedalus), Hyldon (Manadon), Throop (Mermaid), and Hamzeh and Masauo (Collingwood).

Two weeks of hectic activity by the Royal Navy's youth soccer squad reaches a peak on March 15 with the Inter-Services Championship fixture against the Army at Aldershot.

The Army match comes three days after the 21 players and four officials return from their four-match tour of the North-East, a follow-up to last year's extremely successful visit.

And by the time the party breaks up on the week-end of March 17-18 they will have been together "on the road" for 17 days.

The tour includes four matches, receptions and school visits, with help from Newcastle and Sunderland Football Clubs and individual stars like Terry Hibbitt and Tony Green, who was recently forced to quit playing because of injury.

Into training

There will be a visit to St James's Park for the Newcastle v Nottingham Forest F.A. Cup tie and Sunderland manager Bob Stokoe made 25 tickets available for the Sunderland v Portsmouth Second Division match.

Returning by coach to H.M.S. Daedalus on March 12, the squad will immediately go into training for the Army match, which is followed on March 16 by a friendly against the R.A.F. Under-19s.

On March 23 the Navy side meets Portsmouth F.A. in the next round of the Inter-Associations Youth Cup.

Named for the youth tour were Parker, Bowker, Tucker, Deveney, Aspinall (Collingwood), Reed, Smith (Ark Royal), White, Aston (Fisgard), Pidgen (FOSNI Pitreavie), Sykes-Blyth (Seahawk), Hobson (Lincoln),

Sibley (Hampshire), Hobbs (Caledonia), Wilson (Falmouth), White (Heron), O'Keefe (Glamorgan), Stanford (Sultan), White (Rothsay), Faichen (Dolphin), and Nock (Mercury).

Travelling with the squad were Sub-Lieut. W. J. Dobbison, of H.M.S. Daedalus (Chairman-Secretary R.N.Y.F.C.), as officer in charge, PO J. Peart P.T.I. (Daedalus), as team manager, CPO D. Godwin (Daedalus), as team coach, and CPO P. McGhee P.T.I. (Collingwood), as assistant coach.

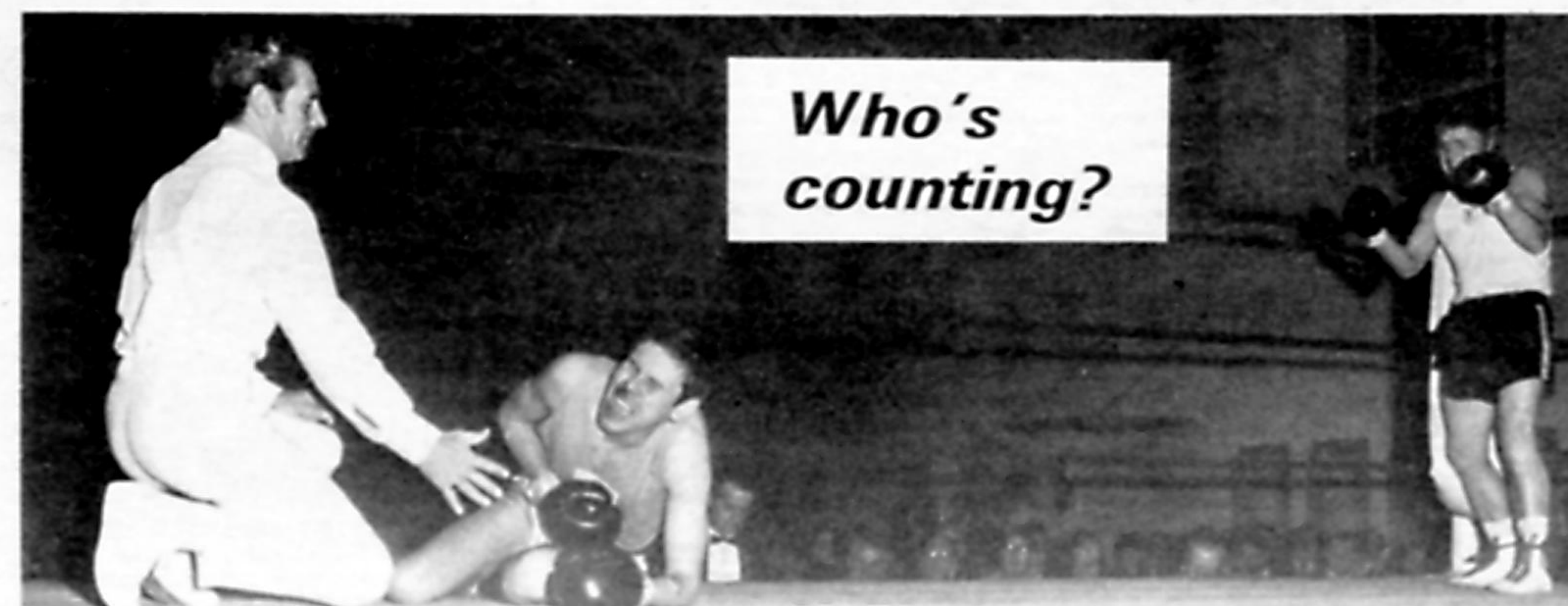
Kelly and Christopher keep the flag flying

Although the Royal Navy were beaten by both the Army and the R.A.F. in the Combined Services Boxing Championships last month, they were not disgraced in either match.

The Navy won three bouts inside the distance against the R.A.F. at H.M.S. Drake on February 21 but scored only 13 points to their opponents' 15, despite drawing five bouts each.

One feature of the contest was a star performance by Navy bantamweight champion LS Vic Christopher (H.M.S. Collingwood), who outpointed Floyd, using a flashing left combined with ripping uppercuts.

It was also clever use of his left which helped gain AB Paul Kelly (Antrim) a unanimous points victory over Meakin in the light welterweight bout, but another Navy hope, Derek Godden (Colling-



wood) was stopped in the first round of his lightweight clash with O'Mally.

Other Navy victories went to welterweight A. Foster (Resolution), light-middleweight Ken Platt (Hardy) and heavyweight Mike Daniel (Seahawk).

In a special light-welterweight contest, I. Matthews (Antrim) had a points win.

DELIGHTED

It was Daniel and fellow heavyweight Piles who had saved the Navy from utter defeat by the Army at Aldershot on February 7.

The Navy, weakened by injury and non-availability of first-string boxers, faced an opposing team containing three of international class.

Marine Ken Piles, of CTC Lymington, outscored Cpl Clayton in a dour struggle mostly at close quarters, and NA Daniel delighted the crowd with his elusiveness and devastating counter-attacking in beating Craftsman G. Yetton on points in another heavyweight bout.

Fight of the night was a storming three rounds between AB M. Smith (Cambridge) and Private V. Northover which resulted in a split decision against the Navy featherweight who had spent three years away from the ring.

Against ABA champion and English international Roger Maxwell, Cpl Tom Gunning (Lymington) refused to be overawed and although losing on points often had his light-middleweight opponent worried.

GAMENESS

In the middleweight contest, L/Ck Ken Platt faced the formidable ABA semi-finalist Bdr. C. Kelly, and although taking a salvo of punches that would have finished most boxers in the first

Drag-net!

When ANZUK wives (Seletar team) challenged H.M.R.N.Z.S. Otago P.O.s' aft mess to a netball match, the men turned up in drag for an hilarious game. Result: Otago 13, Wives 12.

BADMINTON STARS IN SPOTLIGHT

Wren officers from Portsmouth are helping organize a star-studded badminton spectacular for charity at Portsmouth Guildhall on April 5.

Seven of England's successful Commonwealth Games contingent will be playing exhibition matches in the Spotlight on Badminton, which starts at 7.30 p.m.

Among those expected to take part are Gillian Gilks, Margaret Beck, Margaret Boxall, Sue Whetnall, David Hunt, Paul Whetnall and two from Derek Talbot, Mike Tredgett and Ray Stevens.

The event is being organized to help the Lord Mayor of Portsmouth's appeal to provide personal contact call systems for the elderly.

Hockey team has promise

Although quick on the ball and determined in their tackling, the Royal Navy hockey side lost 0-2 to Cambridge University at Eastney on February 6.

Butcher's bike helps



'SHIP' SHOT

"I overdrove straight into the water hazard and thought, 'There goes a lost ball,' when suddenly up comes this submarine and there it was on the deck — an easy eight-iron shot the rest of the way across the harbour!"

That would have made one of the tallest golfing stories yet — but the fact of the matter was that Peter Butler, British Ryder Cup golfer, was "playing" a return demonstration in Free-town, Grand Bahama after he, his wife and daughter had spent a morning as guests on board the Patrol submarine H.M.S. Otter.

The Otter, with other Fleet units, including the nuclear-powered H.M.S. Conqueror and H.M.S. Swiftsure, was exercising in the Bahamas area.

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Members of the Royal Navy youth soccer squad, with officer, manager and coaches, pictured before leaving for the tour of the North-East.

... AND THE SENIORS FIND FORM

After a promising display against the Civil Service the Royal Navy played Bournemouth on February 27 in preparation for the first Inter-Service match against the R.A.F. at Portsmouth on March 6.

The team for the Bournemouth match at Victory Stadium was virtually the one expected to line up against the R.A.F., with "new find" Derek Clark, a Royal Marines corporal, in midfield.

Clark had an excellent game against the Civil Service at Chiswick on February 13, scoring one of the goals which earned the Navy a 2-2 result.

Namesake Alec Clark, from H.M.S. Collingwood, was also selected again on his performance in this match, with PO Spider Kelly (Amazon), whose competence and experience is beginning to show.

For striking power the Navy were relying on Gorman and Noone, the leading airman from Culdrose who scored the Navy's first goal at Chiswick.

Navy coach, Col. Sgt. John Ellis, was naturally well pleased with the team's showing against a side which included three amateur internationals and is always considered to be the best opposition of the year.

Derek Clark's goal came in the 20th minute when Woods, a Marine from Poole with a lot of individual flair, beat a full-back, took the ball to the by-line and crossed for the midfielder man to head in.

Five minutes later the Civil Service, counter-attacking, won a free-kick just outside the penalty area and Pritchard

floated a well-placed kick for Walker to nod the equalizer.

In the second half the Navy made a defensive change, substituting Alan Carlisle for Tommy Andrews, who had been recovering from a ligament injury. Then the Navy pressed hard, building up attacks well from the goalkeeper and finishing them off with shots at goal. Noone put the Navy into the lead again after a defensive error in the 75th minute and once again the Civil Service immediately counter-attacked, their winger rounding Bennett to cross well for Bass to head home.

The squad

The team for the RAF match was being selected from:

West (FOSNI), Patterson, Clark, Carlisle (Collingwood), Lancaster (Pembroke), Bennet, Beaumont (Drake), Noone (Culdrose), Welsh, Gorman (Ark Royal), Gwynn (Glamorgan), Higgins (RM Deal), Millington (Victory), Andrews (RNH Plymouth), Clark (CTC RM), Woods, Freeman, Barlow (RM Poole), Kelly (Amazon).

● Late news: The Royal Navy defeated a team of Bournemouth F.C. apprentices and reserves 2-0 at Victory Stadium on February 27 with goals in each half from Mike Woods (first minute) and Paddy Gorman.

ARK RUNNER DROPS OUT

After leading by ten minutes at 36 miles, RS Phil Hampton, of H.M.S. Ark Royal, had to retire through exhaustion in an invitation 50-mile road race held to coincide with the Commonwealth Games in Christchurch, New Zealand.

Hampton, the world record holder, was one of 40 starters in the 5½-hour race. Only six finished.

Cross-country 'strays' finish among leaders

It was a test of resilience when the four leading runners in the Royal Navy Cross-Country Championship took the wrong course after four miles at Lymstone on February 22.

Two of the "strays" fought back to finish in the first three —

CPO Joe Clare (H.M.S. Ark Royal), the runner-up and Midshipman Jim Crafer (Dartmouth and Sheffield University), who was third.

But their performances did not detract from the victory of PO Taff Bartlett, of H.M.S. Daedalus, whose 34min. 47.8sec. win

helped Air to the team trophy with 63 points.

The Royal Marines were close runners-up with 68, followed by Portsmouth (111).

A team of eight was being selected for the Inter-Service Cross-Country Championship on March 8, one of 12 contenders being AB Steve Hall, who was forced to drop out of the Lymstone race.

Sgt. Jim Douglas RM was a surprise competitor in the Navy Championship, finishing 12th.

NOWACK'S JUNIOR BIATHLON

With the fastest average time in the gruelling 4,000-metre cross-country section, JEM Nowack won the individual title in the Royal Navy Junior Biathlon Championships at H.M.S. Sultan last month.

Finishing sixth in the other half of the event — the 300 metres freestyle swim — Nowack, who serves at Sultan, scored 1,890 points, 303 more than runner-up JNA Patient (Yeovilton), with JRO Meyerhoff (Mercury) third.

H.M.S. Mercury (4,583) won the team event, from Vernon A (4,497) and Sultan A (4,161).

Thirty competitors contested the events on a time trial basis and after the first event, Meyerhoff led the field with a swim of 4min. 39sec., followed closely by Patient, who had trained for only two weeks.

Patient finished 16th in the run, with Meyerhoff 22nd — proving that to be an average all-rounder an athlete does not have to excel in each sport.

The team competition was exciting throughout, with Yeovilton winning the competition outright, but failing to qualify for the team prize because of the ineligibility of one competitor.

Basketball draw

Semi-final draw for the basketball senior knockout competition was: Seahawk v. R.M. Deal; Neptune v. Heron or Collingwood.



Blake's win FLEETSPORT

A butcher's bike helped more than 50 men from H.M.S. Blake win the latest Fleet Adventurous Training Competition during a well-organized and well-documented exped. carried out in Snowdonia.

To win the Bulwark Cup for the period to December, the Blake team transported the bike over Snowdon Peak and established a new Services record over the mountain (without the bike!).

Exped. officer in the Blake at the time was Lieut. Bernie Bruen — the same exped. expert who helped get H.M.S. Russell's name engraved on the trophy earlier last year!

Not unnaturally, the adventurous Lieut. Bruen is now concentrating on expeds. at the Navy's centre in wildest Wales.

Runners-up in the competition were H.M.S. Torquay, for the march / walk from Faslane to Rosyth by six inexperienced sailors, which raised many blisters and £100 for charity, while H.M.S. Dundas's week-long Land Rover exped. through Morocco put the frigate in third place.

★ ★ ★
Top of the Rock title for the July-December period went to H.M.S. Bulwark, with an aggreg-

ate time of 135min. 17.4sec., followed by H.M.S. Intrepid and H.M.S. Argonaut.

★ ★ ★
Soccer, hockey and rugby sixes and sevens festivals will be held in the Portsmouth and Plymouth areas over the Easter leave periods — but the smaller numbers of ships available in Rosyth and Chatham make it impractical to hold similar events in those areas this year.

Aim of the festivals is to get men out of their ships for exercise and recreation. Leave means it is unlikely that ships will be able to field their strongest teams, so major Fleet trophies will not be awarded.

Instead, miscellaneous Fleet Assembly Shields, plus individual plaques, will be given.

Free-fall parachuting, gliding, sea canoeing and sub-aqua diving are the first sports to be organized at a Joint Service Adventurous Training Centre set up at Dhekelia, Cyprus.

Memorial to St Moritz Cresta rider

St Moritz Tobogganing Club has donated a bench in memory of Lieut. - Cdr. W. R. H. Nielson, who was tragically killed on the Cresta Run last year. It now stands on the spectators' enclosure above the clubhouse in the winter sports resort.

The 1974 team, pictured here, did not fare well. Two riders fell at Shuttlecock Corner on the first course of the Inter-Service race on February 6 and so eliminated the whole team.

Left to right: Lieut. H. C. B. Malim, Lieut. R. A. Shuttleworth, Lieut.-Cdr. M. J. Sant, Lieut. S. J. V. Taylor, Lieut. A. T. Jeans.

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Hampshire's 'good deed'

H.M.S. Hampshire with a Cypriot coaster in tow, after fire had broken out in the merchant ship's engine room off Portland.



'Board and tow' for real

Only two days after H.M.S. Hampshire's "board and tow" exercise with R.F.A. Olwen had been cancelled by Force 10 winds in the Portland exercise area, a signal was intercepted from the Cypriot coaster Zodiac Steve saying she had an engine room fire and was drifting about 17 miles off Portland Bill.

The Hampshire was despatched by the Flag Officer Sea Training to assist, and arrived to find that the fire had been contained by the closing of all openings and hatches to the engine room.

The chief engineer of the Zodiac Steve, suffering from burns and shock, was taken by SAR helicopter to the Hampshire for medical examination before being flown to Portland for treatment.

The German master of the coaster requested a tow into port, and the Hampshire immediately put into operation the "board and tow" organization so recently arranged for her work-up.

Lieut.-Cdr. Andrew Ritchie and Lieut. Martin Bennett were sent across to the Zodiac Steve to assist with the tow, accompanied by RO1(G) Reuben Spall who was invaluable for communications.

Once outside Portland harbour, the tow was taken over by Admiralty tugs.

After a "thank you" message from the coaster, H.M.S. Hampshire left to carry on with work-up.

Navy view on separation

In the current manpower situation, to reduce Royal Navy separation from the present maximum of nine months at a time, to six months, would involve either greater job-switching turbulence, or curtailment of Fleet operations.

This is the conclusion of the Admiralty Board in explaining why they are unable to accept at the present time one of the recommendations of the Seeborn Committee on Naval Family Welfare.

The Committee had advocated the lesser maximum period, but Navy News is informed that much progress has already been made in reducing lengthy separation — by continuous commissioning, the "Harmony Rules," and the introduction of group operating.

The maximum period of separation is kept under continuous review, but the Admiralty view is that recent changes mean that

very few seagoers are now required to serve away from home waters for more than six months.

No other Seeborn recommendations are rejected, but the Admiralty, in the case of one or two others, "may find it necessary to modify or reconsider them in the light of more detailed study."

The major Admiralty Board decision on the Seeborn report is to approve the setting up of a Social Service to deal principally with community and preventive welfare — this to be a first step in the direction of the Committee's recommendation for the formation of a comprehensive Naval Personal and Family Service, with further implementation to be considered in the light of experience.

The move towards a more highly-trained professional Welfare Service will be carefully phased over two stages to ensure that

1. The expertise of the existing Naval Family Welfare organization is not lost;
2. The Navy is given ample opportunity to evaluate the effectiveness of professional social workers in a naval environment;
3. Some of the present staff are sponsored for professional training so that they can participate fully in the additional work to be undertaken; and
4. Professional training can also be extended to a number of other serving officers and ratings.

The first stage is expected to start in the spring and last about three years, while professional social workers (Service as well as civilian) are recruited and trained gradually to develop and operate the new Social Service.

They will carry out community support and preventive welfare work for the most part, and also undertake the small amount of long-term professional casework required among families facing complex social difficulties.

For the next three years, therefore, the Family Welfare will carry on as before in the handling of crisis type welfare work, and in the making of recommendations to the Fleet on compassionate action where appropriate.

On the Social Service side, the Board are already taking steps to fill the top post under the Director General of Naval Personal Services. His first task will be to organize the new service.

The position of the Navy's two community officers as part of the new Social Service is an idea under discussion.

After stage one, the Admiralty Board hope to proceed with full implementation of the Seeborn recommendations, with any adjustments to it that may be desirable in the light of the lessons learned.

(See also page 10 and "Newsview" on page 18).

ADVENTURE IS TIPPED TO WIN

Favourite for a last-lap win and victor overall was the exciting prospect for the Royal Navy's yacht Adventure as the boats prepared to leave Rio de Janeiro for the final 5,500-mile dash in the Whitbread Round-the-World Race.

Although the figures are optimistic for the R.N. entry, there are so many imponderables that the final leg looks like being a "cliff-hanger" from the start.

STAGGERED START

Some heads are being shaken in doubt over the manner of the last-leg start. Through being staggered — slower yachts first — it is possible for some to get clear away while others are bedevilled by calms. Or it could happen the other way round, with the leaders flapping around in no wind,

and the "back-markers" allowed to catch up.

The Adventure shines in windward work, and will be looking for a "wind on the nose" in the shortest route home, while others which do better running before the wind may well opt for a longer route — but "downhill."

The fleet will probably split to the east or west of the Azores, looking for their favoured conditions — always supposing of course that the wind obliges by blowing according to the book. Sometimes it doesn't!

It looks like a tussle between the Navy's

yacht and the Mexican Sayula II for the main laurels, with every fraction of a knot counting all the way.

CHIEF IN CHARGE

In the Sydney-Rio section, Sayula came second on corrected time to Adventure, although conditions were more in the Mexican's favour than they are likely to be on the last lap.

For this vital leg, the Adventure is being skippered by a rating, CPO Roy Mullender, who also sailed in the leg around the Horn. With him are: Lieut. Roy Clare; Lieut. Tony Bolingbroke, Instr. Lieut. Keith Richardson, CPO Jim Hyland, Lieut.-Cdr. Alastair Johnstone, Sub-Lieut. Richard Kingsnorth, Leading Seaman John Long, Flt.-Lieut. Henry Pottle, R.A.F., and Sub-Lieut. Howard Trotter.

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Jenny takes up arms for the Royals

Happiness (according to the legend on the young lady's T-shirt) "is a cuddly bootneck." The claim may be open to doubt — but there is no doubt whatever about the curvy charms of Jennifer Watts, a Canadian actress, who visited the Royal Marines exhibition at a Lewisham store.

Picture: PO Steve Hobden

